

ASRS Database Report Set

Non-Tower Airport Incidents

Report Set Description.....A sampling of reports involving operations at non-tower airports.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....50

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199902

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 29G.Airport

State Reference : OH

Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 150

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 42

Experience.Flight Time.Type : 3000

ASRS Report : 428058

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING ON PIPELINE PATROL SE PAST THE W END OF RWY 27 AT PORTAGE COUNTY ARPT AT 600 FT AGL, WHICH IS APPROVED BY OUR OPS MANUAL. I HAD RPTED MY INTENTIONS ON THE PROPER ADVISORY FREQ IMMEDIATELY AFTER HEARING ANOTHER ACFT RPTED TAKING THE RWY. I ADVISED I WOULD BE ON THE LOOKOUT FOR HIM. I WATCHED THE RWY CLOSELY BUT SUDDENLY HE APPEARED AT MY 9 O'CLOCK LEVEL. HE WAS CLBING AND I DOVE DOWN SO WE THEN HAD A COMFORTABLE SEPARATION. IN THE FUTURE I MUST PAY A LOT MORE ATTN TO OTHER ACFT, AND NOT QUITE SO MUCH ON THE PIPELINE.

Synopsis :

A C150 ON A PIPELINE INSPECTION FLT AT 600 FT AGL HAS AN NMAC WITH A DEPARTING C172 NEAR 29G, OH.

Time

Date : 199902

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Altitude.MSL.Single Value : 1610

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cougar AA7

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 650

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 200

ASRS Report : 428350

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Observation : Observer

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS PERFORMING ILS APCHS TO MGJ RWY 3 TO EVALUATE A NEWLY INSTALLED HSI. AFTER CALLING OUT THE ACFT'S POS OVER MGJ, 4 MI OUT FROM MGJ, THE PLT OF A PLANE DEPARTING RWY 26 STATED ON FREQ THAT PRACTICE APCHS WERE NOT TO BE MADE TO RWY 3 AS RWY 26 WAS THE ACTIVE RWY. I STATED MY INTENTION TO CONTINUE THE APCH AND TO BREAK OFF THE APCH PRIOR TO REACHING THE FIELD. THE PLT OF THE DEPARTING ACFT BECAME AGITATED AND AGAIN STATED THAT APCHS TO RWY 3 SHOULD NOT BE MADE. NEW YORK APCH ADVISED ME THAT THE PLT OF THE DEPARTING ACFT HAD COMPLAINED OF A 'NEAR MISS.' NO SUCH THING HAD TAKEN PLACE. BOTH MYSELF AND AN ONBOARD CFI HAD VISUAL CONTACT WITH THE DEPARTING ACFT FROM ITS TKOF ROLL. VISUAL SEPARATION WAS MAINTAINED AT ALL TIMES.

Synopsis :

GA7 PLT PRACTICING ILS APCH AT UNCTLED ARPT ENCOUNTERS OPPOSITE DIRECTION DEP TFC.

ACN: 428375

Time

Date : 199902

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : UNU.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2560

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 1320

ASRS Report : 428375

Person / 2

Function.Observation : Air Carrier Inspector

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

HDG DIRECT ENW-UNU 320 DEG RADIAL. CALLED UNICOM WINDS AND TA. UNICOM RWY 20. ON ARR SAW RWY 2. ADVISED 3.5 MI R BASE RWY 20. ADVISED TFC ON FINAL RWY 20. LANDED DOWNWIND ON RWY 2. NO PROB. NO TFC EARLY SUNDAY MORNING. UPON REACHING RAMP, WHICH IS AT THE END OF RWY 2, FAA INSPECTOR ANNOUNCED A RAMP CHK. PROVIDED ALL REQUIRED DOCUMENTS. ALL IN ORDER. FAA INSPECTOR THEN REQUESTED MY AIRMAN'S CERTIFICATE AND MEDICAL. PRODUCED BOTH. CONTRIBUTING FACTOR WAS MISTAKING RWY 2 FOR RWY 20 (RECIPROCAL). NO CORRECTIVE ACTION WAS TAKEN -- NO INCIDENT. NO OTHER ACFT IN AREA AT TIME OF LNDG. MADE A GOOD DOWNWIND LNDG. HAD A LONG RWY. NO EXCESSIVE BRAKING WAS NEEDED. IN RETROSPECT THE DOWNWIND LNDG WOULD NOT HAVE OCCURRED HAD I OVERFLOWN THE ARPT ON ARR AND NOTED THE TETRAHEDRON AND RWY ARRANGEMENT.

Synopsis :

GA C182 LANDS WRONG WAY AT UNCTLED UNU.

ACN: 428501

Time

Date : 199902

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EAR.Airport

State Reference : NE

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 600

ASRS Report : 428501

Person / 2

Function.Observation : Observer

Function.Other Personnel : FBO Personnel

Person / 3

Function.Oversight : Supervisor

Person / 4

Function.Other Personnel : FSS Specialist

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Consequence.FAA : Investigated

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON THE MORNING IN QUESTION, THERE WAS A HVY SNOW EARLY IN THE MORNING AND THE DEP WAS DELAYED FROM THE USUAL AB30 OR AC00 MORNING TIME UNTIL THE WX CLRED. THE WX WAS ABOUT 700 FT BROKEN, 2000 FT BROKEN, AS I RECALL AT THE TIME OF DEP, WITH AN IMPROVING TREND AS THE SYS MOVED EASTWARD. I FILED AN IFR FLT PLAN AS THERE WAS FORECAST TO BE THE POSSIBILITY OF IFR CONDITIONS IN PLACES TO THE W, ALTHOUGH THE DEST AND EVERYTHING JUST W OF KEARNEY WAS ALREADY CLR. THE HIGH WIND ASSOCIATED WITH THAT FRONT HAD NOT DISSIPATED AND WAS IN THE RANGE OF 40 MPH. I WAS CONCERNED THAT THE PLANE MIGHT BE FLIPPED OVER BY A GUST OF WIND ON THE WAY TO RWY 36, WHICH WOULD REQUIRE TAXING WITH THE WIND WHICH WAS COMING FROM THE NW AND THEN TURNING ABOUT 135 DEGS TO LINE UP FOR RWY 36. I ASKED MR X TO MEET ME AT THE HANGAR, AND HE DID SO WITH ANOTHER EMPLOYEE AND HELPED ME GET THE PLANE OUT. I ASKED HIM IF HE THOUGHT IT WOULD BE APPROPRIATE FOR ME TO DEPART FROM THE RAMP SO THAT I WOULD NOT HAVE TO MAKE THE TURNOUT IN THE OPEN AT THE APCH END OF RWY 36. HE AGREED THAT THAT WOULD BE A GOOD PLAN AND WITH MR X ON THE UPWIND WING AND HIS EMPLOYEE ON THE DOWNWIND WING AND MYSELF AND 2 PAX IN THE PLANE, WE CAUTIOUSLY TAXIED S ON THE TXWY CONNECTING THE S HANGAR TO THE APCH END OF RWY 36, A SUFFICIENT DISTANCE TO ALLOW FOR SAFE NBOUND DEP, BUT STILL SOMEWHAT SHELTERED BY THE HANGAR BUILDING ITSELF. I CHOSE THE DEP POINT BASED ON THE FACT THAT IT WAS ON THE EDGE OF THE RELATIVE CALM SE OF THE HANGAR, BUT WOULD ALLOW ME IMMEDIATE ACCESS TO THE STRONG NW WIND, AND THEREFORE A SHORT TKOF AND ALLOW ME PASSAGE EITHER TO THE L OR THE R SIDE OF THE T-HANGARS WHICH WERE A FEW HUNDRED YARDS N OF THE S HANGAR. WHILE DOING THE RUNUP, I DID NOTE A 4-WHEEL DRIVE VEHICLE COMING S ON PARALLEL TXWY TO RWY 18/36 WITH AN ORANGE WARNING FLASHER RUNNING. THAT VEHICLE TURNED N NEAR THE S END OF THE TXWY, PASSED IN FRONT OF ME AS I WAS AIMED N AND PREPARING TO DEPART AND WENT ON N PAST MY POS TOWARD THE OPEN DOORS OF THE S HANGAR. I DID NOT RECOGNIZE THAT INDIVIDUAL, HE DID NOT ACT LIKE HE WANTED TO TALK TO ME OR HAD ANY CONCERN ABOUT THE ACTIVITIES THAT HE SO CLOSELY OBSERVED. WHEN THAT VEHICLE WAS CLR AND AFTER I HAD RECEIVED IFR CLRN, I DEPARTED TOWARD THE NW, DIRECTLY TOWARD THE T-HANGARS WITH THE INTENTION OF TURNING EITHER TO THE L OR THE R OF THEM, DEPENDING ON HOW MUCH ALT I HAD, AS GOING TO THE R WOULD PUT ME MORE OVER THE NORMAL DEP PATH, BUT PUTTING ME L WOULD ALLOW ME TO POINT THE PLANE DIRECTLY INTO THE STRONG WIND. AS ANTICIPATED, THE TKOF RUN WAS SHORT AND I THOUGHT I HAD SUFFICIENT ALT -- BY THE TIME I GOT NEAR THE BLOCKING AFFECT OF THE T-HANGARS TO BE ABLE TO TURN A LITTLE R, LOSING A LITTLE BIT OF THE WIND, BUT TAKING A COURSE OVER THE MORE TYPICALLY USED PORTION OF THE ARPT. I DID NOT FLY OVER THE T-HANGARS. THE DEP AND FLT WAS OTHERWISE UNEVENTFUL. I WAS UNAWARE THAT THERE WAS A CONCERN ON ANYONE'S PART UNTIL A DAY OR 2 LATER WHEN MY SON, WHO IS TAKING FLYING LESSONS, SAID THAT THERE WAS TALK AROUND THE ARPT ABOUT THE APR MGR FILING SOME KIND OF COMPLAINT ABOUT ME AND REQUIRING MR X TO PROVIDE DETAILS. I WAS NOT MADE AWARE OF THIS IN ANY DIRECT MANNER. OTHER THAN THE FACT THAT YOU ARE INVESTIGATING DETAILS OF THE DEP ON FEB/XA/99, I DON'T KNOW, AT THIS TIME, WHO IS CONCERNED OR WHAT ABOUT. IF YOU HAVE FURTHER QUESTIONS, I WOULD BE HAPPY TO PROVIDE ANSWERS OR IF THE CONCERNED INDIVIDUAL WISHES TO CONTACT ME, IT WOULD BE ALL RIGHT WITH ME IF YOU GAVE HIM MY NAME AND NUMBER. I DID LEAVE A MESSAGE FOR THE ARPT MGR ON HIS MESSAGE MACHINE IN CASE HE WAS INTERESTED IN SPEAKING WITH ME. I HAVE NOT HEARD FROM ANYONE ELSE CONCERNING THIS.

Synopsis :

A PVT PLT USES THE RAMP AT KEARNEY MUNI ARPT FOR A TKOF INSTEAD OF USING RWY 36. THE WIND WAS FROM THE NW AT 40 KTS AND THE PLT WAS AFRAID THAT A DOWNWIND TAXI AND TURN INTO THE WIND MIGHT FLIP HIS ACFT OVER. THIS WAS DONE WITH THE ASSISTANCE OF 2 FBO PERSONNEL. THE ARPT MGR TURNED HIM IN TO THE FAA.

Time

Date : 199902

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : Q60.Airport

State Reference : CA

Altitude.MSL.Bound Lower : 1600

Altitude.MSL.Bound Upper : 2600

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 116

Experience.Flight Time.Last 90 Days : 2

Experience.Flight Time.Type : 65

ASRS Report : 429320

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Returned To Intended Course

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE IN THE PATTERN ON TKOF TO XWIND, A MENTAL LAPSE (INATTN TO ALT) RESULTED IN PENETRATION INTO CLASS C AIRSPACE FOR APPROX 45 SECONDS TO 1 MIN. THE FLOOR OF THIS AIRSPACE IS AT 1600 FT. RADIO CONTACT WASN'T MADE WITH THE ATC FACILITY AS A RESULT OF THE INADVERTENT INCURSION. TPA IS 1300 FT FOR THIS ARPT. THIS SIT WAS DISCOVERED AFTER TAKING ATTN AWAY FROM ENG INSTS AND DISCOVERING THE ACFT REMAINED IN A CLB AND PENETRATED THE CLASS C AIRSPACE BY APPROX 1000 FT. A CONTRIBUTING FACTOR IS THIS ACFT IS MODIFIED TO BE ABLE TO CLB AT 1500 FPM -- NOT USUAL FOR THIS MAKE AND MODEL -- GREATER ATTN IS REQUIRED IN THIS ACFT TO AIRSPD AND ALT. ALSO A FACTOR IS THE CLOSE PROX THE PATTERN OF THIS UNCTLED ARPT TO THE CLASS C AIRSPACE.

Synopsis :

A C172 PVT PLT CLBS ABOVE THE TFC PATTERN ALT AT Q60 AND ENTERS INTO THE CLASS C AIRSPACE CTLED BY FAT APCH CTL.

Time

Date : 199903

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : 8A0.Airport

State Reference : AL

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cheetah Tiger Traveler

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3410

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 105

ASRS Report : 430951

Person / 2

Function.Observation : Passenger

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ENTERED 8A0 LNDG PATTERN VIA XWIND LEG, DOWNWIND, BASE LEG. ANNOUNCED POS ON CTAF IN THE BLIND ON DOWNWIND AND BASE. ON BASE, MY PAX AND MYSELF SAW CPR TURBINE ACFT ON STRAIGHT-IN TO RWY 5 (NO PATTERN ENTRY). I WAS MONITORING CTAF AND DID NOT HEAR ANY ANNOUNCEMENTS. HUMAN FACTORS: MY PAX WAS TALKING TO ME ON INTERCOM, MAKING MONITORING CTAF MORE DIFFICULT. WE TOOK EVASIVE ACTION AND LEFT THE PATTERN WBOUND WHILE ANNOUNCING OUR INTENTIONS. WE STILL NEVER HEARD ANY ANNOUNCEMENT ON CTAF FROM TURBINE UNTIL A FEW MINS LATER HE ANNOUNCED ON SHORT FINAL. WE THEN RE-ENTERED THE PATTERN AGAIN FROM A 45 DEG TO DOWNWIND. WE LANDED WELL AFTER TURBINE WHICH WAS TAKING ON FUEL FOR A 'QUICK TURN' ON THE RAMP AS WE CLRED THE ACTIVE.

Synopsis :

A GRUMMAN AA5 HAS AN NMAC WITH AN UNKNOWN CPR JET ON OR NEAR SHORT FINAL AT 8A0, AL.

Time

Date : 199903

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : CID.Airport

State Reference : IA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 1600

Experience.Flight Time.Type : 60

ASRS Report : 431334

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DUE TO A MECHANICAL PROB, OUR FLT DEPARTED CID AFTER THE TWR CLOSED FOR THE NIGHT. WE COMPLIED WITH OUR COMPANY'S 'NON TWR' PROCS FOUND ON OUR COMMERCIAL CHART PAGE. THE FO CALLED ZAU PRIOR TO TAXI FOR OUR CLRNC USING THE VHF #2 RADIO. THE FO THEN MADE A 'TAXIING TO RWY 9' CALL ON THE CTAF USING THE VHF #1 RADIO. UPON REACHING THE END OF RWY 9, THE FO CALLED 'TAKING THE ACTIVE' ON CTAF. AS WE LINED UP, WE HEARD ACR Y ANNOUNCE HIS TAXIING ON THE CTAF. THE FO THEN CALLED 'BEGINNING TKOF ROLL' ON CTAF AND ZAU'S FREQ. I XFERRED ACFT CTL TO THE FO AND WE BEGAN ROLLING. BTWN 80-100 KTS, WE HEARD ACR Y ANNOUNCE HIS INTENTIONS FOR AN INTXN TKOF (TXWY A) ON RWY 27. THE FO AND I BOTH HAD THE ACR Y IN SIGHT, AND AS WE NEARED V1 (ROTATE SPD) WE SAW THAT HE WAS NOT GOING TO STOP PRIOR TO ENTERING THE RWY. THE FO EXPEDITED ROTATION AND WE WENT OVER THE ACR Y BY APPROX 300 FT AS HE ENTERED THE RWY. DURING THIS TIME, I TRIED CONTACTING ACR Y ON CTAF BUT HE DID NOT RESPOND. SOON AFTER CLRING HIM, WE HEARD HIM QUERY ZAU IF THEY JUST HAD SOMEONE TAKE OFF FROM CID. ZAU TOLD HIM OF OUR DEP, AND ACR Y WANTED TO KNOW WHY WE HADN'T MADE ANY CALLS ON THE CTAF. WE TOLD ZAU THAT WE HAD IN FACT MADE CALLS THAT WENT UNANSWERED BY ACR Y. I ALSO TOLD ZAU WE HAD HEARD ACR Y BUT HE EVIDENTLY HADN'T HEARD US. ACR Y SAID SOMETHING ABOUT THE VOLUME ON HIS RADIOS, AND THAT 'HE GUESSES HE'S JUST USED TO HAVING CID TO HIMSELF AT THAT TIME OF NIGHT' ZAU RESPONDED THAT IT SOUNDED LIKE EVERYBODY DID WHAT THEY WERE SUPPOSED TO HAVE DONE. ONE THING, HOWEVER, WAS NOT DONE. I CAN UNDERSTAND MISSING SOME RADIO CALLS, BUT I CANNOT UNDERSTAND HOW SOMEONE TAXIES ONTO A RWY WITHOUT VISUALLY CLRING IT -- ESPECIALLY WHEN THE TWR IS CLOSED.

Synopsis :

FLC OF A B727 TOOK OFF OVER AN AIR TAXI ACFT WHICH WAS ANNOUNCING OVER CTAF THAT HE WAS TAKING THE RWY AT A TXWY INTXN FOR A TKOF IN THE OPPOSITE DIRECTION TO WHICH THE RPTR IN THE B727 WAS TAKING OFF.

Time

Date : 199903

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Aircraft / 2

Make Model : Cessna 150

Aircraft / 3

Make Model : Mentor (T-34)

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 500

ASRS Report : 431855

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Ground Critical

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Other : Plt / Plt Review

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ENTERED PATTERN WITH NORMAL 45 DEG R TURN 1000 FT FOR RWY 4. SMOKE FROM FIRE N OF FIELD INDICATED RWY 4 BEST. NO OTHER TFC HEARD ON UNICOM OR SEEN BY ME OR MY STUDENT. NO TFC OBSERVED IN GND TAXI OR IN PATTERN FLYING TO INDICATE RWY IN USE, SO PROCEEDED TO LAND. AFTER TOUCHDOWN AND DURING ROLLOUT MIDWAY DOWN THE RWY, A C150 APPEARED LNDG ON RWY 22. HE ADDED PWR, MOVED OVER TO MY L AND EXECUTED A MISSED APCH. THE CESSNA THEN LANDED AND I TALKED TO THE PLT WHO CAME INTO THE FBO. I TOLD HIM THE SMOKE FROM THE FIRE PROBABLY REDUCED THE VISIBILITY OF BOTH PLANES, AS WE WERE WHITE/RED (SO WAS HE) IN COLOR. NO VOICE XMISSIONS WERE HEARD EVEN THOUGH I HAD THE RADIO ON AND WAS INSTRUCTING THE STUDENT HOW TO LOOK FOR OTHER TFC AND 'SEE AND BE SEEN.' SEVERAL OTHER ACFT LANDED AFTER ME, USING RWY 4. ON MY DEP I ELECTED RWY 22 AND A T34C WAS EXECUTING A LNDG ON RWY 4. HE SWITCHED TO RWY 22 AFTER HE SAW ME ON THE END OF RWY 22. THE WIND WAS LIGHT AND VARIABLE. WINDSOCK WAS LIMP SO WAS OF NO USE. SMOKE FROM FIRES N OF FIELD WERE BEST INDICATORS OF WIND.

Synopsis :

A CFI AND HIS STUDENT PLT SUFFER THROUGH ONE CRITICAL GND CONFLICT AND ONE NON CRITICAL DUE TO NON TWR TFC PATTERN DEVS AT 42J, FL.

ACN: 435570

Time

Date : 199904

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FXE.Airport

State Reference : FL

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PMP.Tower

Make Model : Piper Single Undifferentiated or Other Model

Person / 1

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 160

Experience.Flight Time.Last 90 Days : 22

ASRS Report : 435570

Person / 2

Function.Oversight : PIC

Function.Instruction : Instructor

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS WEARING A HOOD WITH MY INSTRUCTOR GIVING ME VECTORS FROM BCT TO PMP. AFTER COMPLETING AN IFR FLT PLAN FROM MLB TO BCT TO SAVE TIME, HE SAID WE WOULD NOT OPEN THE IFR FLT PLAN TO PMP AND HE WOULD JUST GIVE ME VECTORS. HE GAVE ME A POOR VECTOR AND WE ENDED UP AT FXE. WE THOUGHT WE WERE AT PMP AND CONTACTED THEIR TWR AND WERE CLRED TO ENTER A BASE LEG. WHEN I TOOK THE HOOD OFF, I NOTICED OTHER PLANES IN THE PATTERN THAT I DID NOT HEAR THE CTLR TALKING TO AND NOTICED THAT THE RWYS DID NOT LOOK LIKE MY CHARTS FOR PMP. I ASKED MY INSTRUCTOR ABOUT IT AND HE ASKED THE CTLR AND FOUND WE WERE AT THE WRONG ARPT. THE PROB WAS CAUSED BY NOT OPENING THE IFR FLT PLAN, SO I WILL TAKE THE TIME TO OPEN MY FLT PLANS IN THE FUTURE.

Synopsis :

WHILE CONDUCTING AN UNDER THE HOOD TRAINING FLT, ACFT X ENTERED WRONG ARPT TFC PATTERN WHILE IN CONTACT WITH THE TWR OF INTENDED DEST.

Time

Date : 199904

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RNH.Airport

State Reference : WI

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Instruction : Instructor

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1850

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 500

ASRS Report : 435752

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I EXPERIENCED AN NMAC ON APR/XA/99 AT APPROX XX50 LCL TIME. I (CFII, MEI) WAS CONDUCTING A C172 CHKOUT FLT FOR A 55 HR PVT PLT. THE FLT ORIGINATED AT MY HOME BASE OF RNH ARPT, WI. WIND CONDITIONS AT THE TIME OF THE NMAC AS RPTD BY THE AUTOMATED WX STATION AT THE ARPT WERE 120 DEGS AT 11 KTS. RWY 14 WAS ASSUMED TO BE THE ACTIVE RWY. RNH IS SERVED BY 2 RWYS, RWY 14/32 (4000 FT PAVED) AND RWY 4/22 (2100 FT TURF). WE TAXIED FROM THE HANGAR AREA, ACROSS THE APRON, AND BACK-TAXIED TO RWY 14. A RUNUP WAS PERFORMED AT THE TURNAROUND AREA NEAR THE THRESHOLD OF RWY 14. AN ANNOUNCEMENT WAS MADE ON THE CTAF (122.9) WE WERE DEPARTING RWY 14 WITH A SE DEP. NO OTHER ACFT WERE RPTING ON THE CTAF. WE TAXIED ONTO RWY 14 AFTER CHKING THE RWY 14 FINAL APCH PATH FOR TFC. WE INITIATED A TKOF, THE PVT PLT IN THE L SEAT WAS AT THE CTLS. AT APPROX 300 FT AGL ON CLBOUT, I NOTICED A PIPER ARCHER ON A CLOSE IN L BASE FOR RWY 32. THE ARCHER WAS SLIGHTLY ABOVE OUR ALT, BUT IN A DSCNT. THE ARCHER WAS IN THE PROCESS OF TURNING FINAL FOR RWY 32 APPROX 1500 FT IN FRONT OF US. I TOOK CTL OF THE ACFT AND MADE A 45 DEG BANK TO THE L. THE ARCHER PASSED TO OUR R AND SLIGHTLY BELOW US AND DID NOT APPEAR TO SEE US. WE PASSED CLOSE ENOUGH TO SEE THE OCCUPANTS OF THE ARCHER AS WELL AS THE N-NUMBER. I SAW NO DEV IN THEIR FLT PATH AND HEARD NO RADIO CALLS DURING OUR FLT OR DURING OUR PRE TKOF ACTIVITIES. I RECOGNIZED THE ACFT. I BELIEVE THE ACFT BELONGS TO A CLUB BASED AT AN ARPT ABOUT 15 MI TO THE SW. WE ENTERED THE TFC PATTERN FOR RWY 14. I NOTICED THE ARCHER LANDED ON RWY 32 WITH A TAILWIND, AND WAS NOW BACK-TAXIING TO THE APRON. I CALLED THE ARCHER ON 122.9 WITH NO REPLY. I TUNED IN 122.8 (THE FREQ AT THE NEARBY ARPT) AND TRIED GIVING THE ARCHER ANOTHER CALL. THEY RESPONDED ON 122.8. I POLITELY INFORMED THEM THE RNH CTAF WAS 122.9 AND WE NEARLY HAD A MIDAIR COLLISION. THEY RESPONDED WITH 'THANK YOU.' I WAS TAKEN COMPLETELY OFF GUARD BY THIS INCIDENT. THE ARCHER WAS IN OUR FIELD OF VIEW FOR ONLY A FEW SECONDS. THE HIGH WING AND THE LARGE STRUT OF THE CESSNA PREVENTED US FROM SEEING THE DSCNDING ACFT. THE PVT PLT OCCUPYING THE L SEAT NEVER DID SEE THE ACFT UNTIL IT WAS BACK-TAXIING ON THE RWY. THE LOW ALTS INVOLVED DID NOT ALLOW FOR MANY OPTIONS IN THIS SIT. PROPER RADIO PROCS, PROPER TFC PATTERNS, AND INVISIBLE WINGS ON THE C172 WOULD HAVE HELPED TREMENDOUSLY. THIS INCIDENT WAS A BIT TOO CLOSE FOR ME. AS MGR AT RNH, THE NMAC IS GIVING ME SECOND THOUGHTS ABOUT CHANGING OUR CTAF -- SCHEDULED FOR SEP/XA/99.

Synopsis :

INSTRUCTOR PLT GIVING A CHKOUT IN A C172 TO A PVT PLT TOOK THE ACFT CTLS ON INITIAL CLB, AFTER TKOF FROM AN UNCTLED ARPT TO MAKE AN EVASIVE TURN AWAY FROM A PIPER ARCHER TURNING FINAL TO LAND FROM THE OPPOSITE DIRECTION.

Time

Date : 199904

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GTR.Airport

State Reference : MS

Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : JAN.TRACON

Make Model : Bonanza 35

Aircraft / 2

Make Model : Medium Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 4000

ASRS Report : 435848

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

COLUMBUS APCH VECTORED ME N BECAUSE OF TFC (AN ACR FLT). I WAS TURNED E AND I HEARD THE OTHER ACFT 'CANCEL IFR.' I WAS DIRECTED TO THE LOC AND CLRED FOR THE APCH. I FOLLOWED THE LOC TO RWY 18. ON MY DSCNT, I SAW THE TWIN TURBINE ON THE RWY. I WAS A LONG WAY AWAY AND I HAD HIM IN SIGHT. HE WAS ON UNICOM 122.8 LONG BEFORE ME. WHEN I STARTED THE APCH AND CALLED ON 122.8, 'SMA ON THE LOC FOR RWY 18,' I NEVER HEARD A PEEP OUT OF ACR. HE ROLLED ALL THE WAY TO THE END TO TURN OFF AND IT WAS THERE I FLEW OVER HIM AND LANDED LONG. I DO NOT BELIEVE A VIOLATION OF FARs OCCURRED, SINCE THE ACR ACFT WAS EXITING THE RWY AS I PASSED THE LNDG THRESHOLD. IN CONTRAST, THE ACR PLT APPARENTLY BELIEVES OTHERWISE. HE SET THIS UP BY CANCELING IFR. I WOULD NEVER HAVE BEEN CLRED TO APCH IF HE HAD REMAINED IFR. SUMMARY: IF I HAD KNOWN THAT FLYING OVER ANOTHER ACFT TO BE A VIOLATION, I WOULD NOT HAVE DONE SO. THE ACR PLANE HAD CANCELED IFR TO KEEP FROM GOING THROUGH FURTHER PROC WITH APCH CTL. WHEN HE CANCELED, I WAS 'CLRED FOR THE APCH.' HE KNEW I WAS SOMEWHERE, BUT MADE NO ATTEMPT TO CONTACT ME OR TO MAKE HIS POS KNOWN (HE SAYS OTHERWISE). THIS HAS BEEN A MISERABLE UPSET TO ME. THE UPSET CAUSED BY THIS IS MUCH WORSE THAN ANY PENALTY I MAY BE ASSESSED. I WILL NEVER FLY OVER ANOTHER ACFT ON A RWY.

Synopsis :

PLT OF A BEECH 35 BONANZA FLEW OVER THE TOP OF AN MDT TWIN JET COMMUTER TURNING OFF THE END OF THE RWY AFTER LNDG AT A NON CTLED ARPT.

Time

Date : 199905

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Cessna Citation Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Hawker Horizon (Ray)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 1800

ASRS Report : 437148

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : First Officer

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

VISUAL APCH WAS GIVEN FOR RWY 24 TEB. #1 ACFT DRIFTED INTO FLT PATH OF #2 ACFT THAT WAS ON FINAL APCH TO RWY 24. #1 ACFT WAS DOWNWIND FOR RWY 24 AND DRIFTED TO THE W.

Synopsis :

A HAWKER ON DOWNWIND LEG DRIFTED INTO FLT PATH OF A CESSNA CITATION ON FINAL AT TEB. THE CESSNA HAD A TCASII RA AND FLEW THE MANEUVER.

ACN: 437960

Time

Date : 199905

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLT.Airport

State Reference : NC

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLT.Tower

Make Model : Dash 8 Series Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 290

Experience.Flight Time.Type : 3440

ASRS Report : 437960

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON ARR INTO CLT ARPT AT APPROX XA30, WE WERE CLRED BY APCH CTL FOR A VISUAL APCH TO RWY 23 TO FOLLOW ANOTHER ACFT WHICH WAS AT OUR 10:30-11 O'CLOCK POS. WE WERE THEN CLRED TO TWR FREQ. THE FO WAS FLYING THE ACFT. I WAS THE PNF. I CONTACTED THE TWR BEFORE THE ACFT ALIGNED WITH THE RWY CTRLINE OR LOC. WE WERE ON A MODIFIED L BASE WITH APPROX 45-50 DEG HDG FROM THE FINAL APCH COURSE. BEFORE REACHING THE RWY EXTENDED LINE, I SPOTTED ANOTHER ACFT'S LIGHTS WHICH APPEARED TO BE ON A R BASE LEG TO RWY 23. I DIVERTED MY ATTN TO THIS ACFT WHICH WAS ACTUALLY ON FINAL APCH TO RWY 18L ON A CONVERGING APCH. I DID NOT NOTICE WHEN THE ACFT CROSSED THROUGH THE RWY CTRLINE AND LOC UNTIL THE TWR BROUGHT THE SIT TO MY ATTN. THE TWR OFFERED US A VISUAL APCH AND LNDG CLRNC TO RWY 18L. WE WERE IN GOOD POS FOR THE APCH AND ACCEPTED THE LNDG CLRNC ON RWY 18L. THERE WAS NO CONFLICT WITH OTHER ACFT, BUT THERE COULD HAVE BEEN. THE CLOSEST TCASII CONTACT WAS OVER 2 MI AWAY. I FEEL THAT THERE WERE 2 FACTORS INVOLVED IN THIS DEV. 1) THE FO HAD VERY LITTLE EXPERIENCE IN MULTI ENG, INST, TRANSPORT OPS. HE HAD APPROX 300 HRS IN MULTI ENG ACFT AND WAS ONLY RECENTLY CHKED OUT IN THE DASH 8. TRAINING CONCENTRATED ON COMPANY PROCS AND EMER PROCS. I FAILED TO RECOGNIZE THIS AT THE TIME. 2) I WAS TIRED. IT HAD BEEN 11 HRS SINCE I HAD LEFT HOME. WE NEED NEW CREW REST REGS WHICH CONSIDER VARIED RPT TIMES AND CYCLES PLUS REASONABLE DUTY TIMES.

Synopsis :

DASH 8 CREW FLEW THROUGH LOC ON APCH TO CLT DUE TFC DISTR. NO CONFLICTS. NEW RWY AND LNDG CLRNC GIVEN.

Time

Date : 199905

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : UDD.Airport

State Reference : CA

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 2

Make Model : Chancellor 414A & C414

Component / 1

Aircraft Component : VHF

Aircraft Reference : Y

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 400

ASRS Report : 438326

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Incursion : Runway

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

WHAT REALLY CAUSED THE PROB WAS LACK OF COM. RWY AT BERMUDA IN USE WAS RWY 10. LIGHT TFC WAS USING RWY 10, HOWEVER, THE WIND WAS SUCH THAT EITHER RWY 10 OR RWY 28 WOULD WORK. I TAXIED OUT CALLING FOR DEP ON RWY 10. NEXT XMISSION WAS GOING INTO POS ON RWY 10 DEPARTING DOWNWIND. PRIOR TO MY MOVING INTO POS, I HEARD 2 CALLS -- MAYBE 3, BUT IT WAS CARRIER SIGNAL ONLY. I ANNOUNCED SAYING 'CARRIER ONLY.' I ROLLED ON TKOF, HEARING NO FURTHER XMISSIONS. NEXT I SEE A TWIN ROLLING AT ME FROM OPPOSITE DIRECTION. THE TWIN ROTATED, TURNED TO HIS L. I WAS ABOUT 50 FT ALT ALSO THEN TURNED SLIGHTLY TO L, AND WE PASSED. THE TWIN COULD HAVE BEEN A C421 OR C414 -- REALLY DON'T KNOW. MAYBE TOTALLY DIFFERENT, BUT A FAIRLY LARGE TWIN. I HEARD NOTHING FROM THE ACFT AFTER TKOF. I ASSUME THE TWIN HAD A BAD XMITTER, BECAUSE THERE WAS NO OTHER TFC IN THE PATTERN OR IN VICINITY. PRIOR TO TKOF, THE ONLY XMISSIONS I HEARD WERE THE CARRIER SIGNALS.

Synopsis :

2 ACFT PERFORM A SIMULTANEOUS TKOF FROM UDD, CA. THE PROB BEING, IN OPPOSITE DIRECTIONS AT THE SAME TIME.

Time

Date : 199905

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : B24.Airport

State Reference : NY

Altitude.MSL.Bound Lower : 2100

Altitude.MSL.Bound Upper : 2300

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 170

Aircraft / 2

Make Model : Cardinal 177/177rg

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 150

ASRS Report : 438333

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

I ENTERED DOWNWIND FOR RWY 17 AT B24. ARR PATH WAS FROM THE NE. I FLEW TO A POINT APPROX 2 MI E OF ARPT AND ANNOUNCED INTENTION TO ENTER TFC PATTERN. I TURNED TO A W HDG TO ENTER MIDFIELD DOWNWIND AT B24. AT APPROX MIDFIELD POINT I TURNED AT 45 DEG ENTRY TO DOWNWIND, ANNOUNCED, AND ENTERED PATTERN. AT 2 MI E POINT, I ANNOUNCED POS IN RESPONSE TO A CESSNA CARDINAL PURPORTING TO BE ON MIDFIELD DOWNWIND. MY ALT AT THE 2 MI POINT WAS 2300 FT MSL, 200 FT ABOVE PATTERN ALT. I CONTINUED TO DSND TO PATTERN ALT OF 2100 THEN TURNED R TO DOWNWIND. I ESTABLISHED DOWNWIND WHILE CONTINUING TO SEARCH FOR THE CARDINAL. THE CARDINAL THEN BROADCAST SHE WAS ENTERING A L BASE FOR 17. I CONTINUED DOWNWIND AND FINALLY SPOTTED THE PLANE AT LEAST 4 MI NE OF THE ARPT -- AN UNUSUALLY WIDE L BASE. THE CARDINAL TURNED A LONG FINAL. I EXTENDED MY DOWNWIND TURN UNTIL PAST THE CARDINAL, WHO WAS THEN ON FINAL. I ANNOUNCED AND THEN TURNED L BASE AND SUBSEQUENTLY FINAL. THE CARDINAL TAXIED SLOWLY BUT FINALLY CLRED THE RWY WHEN I WAS AT LEAST 1 MI OUT. THE LNDG WAS UNEVENTFUL, AND I CLRED THE RWY AND TAXIED TO THE GAS PUMPS. AT THAT POINT THE MALE AND FEMALE FROM THE CARDINAL CAME OVER TO MY ACFT AND ASKED TO TALK TO ME. (IN ALL SUBSEQUENT CONVERSATION THE MALE DID MOST OF THE TALKING THOUGH THE FEMALE WAS THE ONLY VOICE ON THE CARDINAL'S RADIO. THEY NEVER MADE IT CLR WHO THE PIC WAS DURING THEIR FLT.) HE INQUIRED IF I HAD SEEN HIS ACFT, AND I STATED YES, ON AN EXTREMELY WIDE L BASE BUT NOT BEFORE. HE THEN CLAIMED THAT ON HIS DOWNWIND WE HAD NEARLY COLLIDED AND HE HAD TAKEN EVASIVE ACTION BY DIVING. HE FOLLOWED BY STATING THAT I HAD NEARLY HIT THE CARDINAL AS IT WAS FLYING THE DOWNWIND AND I HAD APCHED FROM THE NE. I COUNTERED THAT I HAD ARRIVED FROM THE NE BUT HAD ENTERED THE PATTERN CORRECTLY BY TURNING W TOWARD THE RWY THEN TURNING AGAIN ON A 45 DEG ANGLE TO ENTER A DOWNWIND AND ANNOUNCING EVERY TURN. IF OUR ACFT HAD INDEED BEEN NEAR EACH OTHER, THE CARDINAL WAS AT LEAST 1-2 MI OUTSIDE THE NORMAL L-HAND DOWNWIND AS FLOWN AT B24. ADDITIONALLY, AT THE PURPORTED POINT OF THE INCIDENT, I WAS STILL 200 FT ABOVE THE PATTERN ALT DSNDING TO BE ESTABLISHED AT THE CORRECT PATTERN ALT (2100 FT) AT THE NORMAL DOWNWIND ENTRY POINT. THE OTHER ACFT, THEREFORE, WAS NOT IN EITHER THE CORRECT POS FOR DOWNWIND AS THEY HAD BROADCAST NOR AT THE CORRECT ALT. ALSO AT THIS TIME THERE WAS GLIDER ACTIVITY AT THE ARPT, ONE OF WHICH I SPOTTED OVERHEAD AS I ENTERED THE DOWNWIND. THE GLIDER ENTERED THE PATTERN AND WAS ABLE TO COMPLETE A PATTERN BEFORE THE CARDINAL COMPLETED THE TURN TO FINAL. FURTHER DISCUSSION ENSUED, AND I QUERIED THE OTHER PLT IF HE WAS FAMILIAR WITH THE OPERATIONAL PROC AT B24. HE CLAIMED TO BE A TENANT AT THE ARPT WITH 'EVERY RATING' AND 'THOUSANDS OF HRS.' I EXPLAINED THE STANDARD PATTERN AS I FLEW IT THAT DAY AND AS IS FLOWN BY OTHER PLTS AT B24. I TOLD HIM I HAD NOT SEEN THE CARDINAL WHERE IT WAS ANNOUNCED. I HAD 2 OTHER PEOPLE IN THE C170 TFC SPOTTING, AND THOUGHT THE CARDINAL HAD FLOWN AN EXTRAORDINARILY WIDE PATTERN. I EXPLAINED THAT THE CARDINAL'S ACTIONS AND RADIO WORK MISCOMMUNICATED ITS POS RELATIVE TO THE ARPT, LEADING ME TO SEARCH THE NORMAL DOWNWIND AREA. NOT SEEING TFC, I TURNED MY DOWNWIND AND FLEW THE PATTERN. I DO NOT BELIEVE THERE WAS A CLOSE ENCOUNTER WITH THE ACFT. GIVEN THE VISIBILITY AFFORDED BY THE C170, HAD THE CARDINAL HAD TO DIVE TO AVOID THE ACFT, I WOULD NO DOUBT HAVE SEEN IT. I DID NOT -- NOR DID MY PAX. I DO NOT BELIEVE THERE WAS A CLOSE ENCOUNTER OR NEAR MISS WITH THE CARDINAL. CONCLUSION: THERE MUST BE EVER-PRESENT VIGILANCE BY ALL PARTIES AT UNCTLED ARPTS. I WAS MISLED INTO SEARCHING THE NORMAL PATTERN AREA FOR ANNOUNCED TFC WHEN IT OBVIOUSLY WAS NOT THERE. WHEN AN ACFT EXCEEDS, BY A LARGE MARGIN, THE AREA IT PURPORTS TO BE IN, IT LEADS OTHER TFC TO LOOK THE WRONG WAY FOR IT. LIKEWISE, ESTABLISHED LNDG PATTERNS NEED TO BE FOLLOWED AS PRECISELY AS POSSIBLE, FLYING AN EXCESSIVELY LARGE PATTERN -- AS THE CARDINAL DID -- IS THE SAME AS NOT BEING IN THE PATTERN AT ALL.

Synopsis :

AC C170 ENTERING THE TFC PATTERN AT B24, NY, ALMOST HITS A C177 WHO HAD ANNOUNCED ON DOWNWIND.

ACN: 438637

Time

Date : 199905

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : SC

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Balloon

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 216

Experience.Flight Time.Last 90 Days : 13

Experience.Flight Time.Type : 25

ASRS Report : 438637

Person / 2

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

PLT HAD LANDED IN A VERY POOR LNDG SITE WHEN DECISION WAS MADE TO FLY TO IMPROVED LNDG SITE. BALLOON HAD TO BE FLOWN OVER 20 FT HIGH PWR LINE AND NARROW COUNTY ROAD TO ACCOMPLISH. UPON LNDG, BASKET BEGAN A NORMAL PENDULUM SWING. PLACED BALLOON APPROX 200 FT FROM AND THEN 20 FT RURAL PWR LINE. PLT APPLIED BURNERS. AN 'OVERBURN' SIT OCCURRED WHERE BALLOON BEGAN ASCENDING RAPIDLY. PLT VENTED WHILE STILL IN THE ASCENT TO ESTABLISH LEVEL FLT. VENTING ACTION CAUSED THE PARACHUTE VALVE TO DROP DOWN AND 'FLOAT' BELOW ITS SEAT, ALLOWING SUBSTANTIAL HEAT TO ESCAPE. HEAT HAD TO BE APPLIED TO CONTINUE SAFE FLT. PLT CONSCIOUSLY BURNED THROUGH NYLON FABRIC PANELS AT THE MOUTH TO ARREST DEVELOPING ACCELERATING DSCNT. BALLOON WAS SAFELY LANDED.

Synopsis :

A HOT AIR BALLOON HAD TO APPLY BURNER DURING ACCELERATION DSCNT AFTER PARACHUTE VALVE REMAINED UNSEATED.

Time

Date : 199906

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SEZ.Airport

State Reference : AZ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Make Model : Huey Cobra

Aircraft / 2

Make Model : Huey Cobra

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13400

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 2000

ASRS Report : 439121

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

SEDONA ARPT (SEZ) IS IN CLASS G AIRSPACE. THE ONLY RWY (RWY 3/21) SLOPES DOWNHILL FROM N TO S. AIRPLANES NORMALLY LAND UPHILL AND TAKE OFF DOWNHILL WHEN WINDS ARE LIGHT. THERE IS A TRANSIENT HELIPORT AT THE SW END OF THE RWY. TXWY CONSTRUCTION HAS CLOSED THE MIDDLE THIRD OF THE PARALLEL, REQUIRING BACK-TAXI ON THE RWY, CAUSING CONGESTION AND CONFUSION FOR TRANSIENT AIRPLANE TFC. ON JUN/XA/99, WITH SIGNIFICANT TRANSIENT AND LCL TOUR AIRPLANE TFC, A FLT OF 3 MIL COBRA HELIS ARRIVED. THEY ASSERTED THE RIGHT-OF-WAY ACCORDED FORMATION FLTS AND EXECUTED AN APCH TO RWY 21 WHILE AIRPLANES WAITED. THE FORMATION THEN SLOWLY AIR TAXIED THE LENGTH OF THE RWY, PAST THE RESTAURANT AND TERMINAL. I WAS WAITING TO TAKE OFF AND CROSS THE RWY BEHIND THEM (IN A HELI). I ASKED IF THEY KNEW WHERE THE HELIPADS WERE. THEY SAID YES, AND I VERIFIED THEY WERE LNDG THERE, ALSO AFFIRMATIVE. AFTER THE LAST COBRA PASSED, I HOVER TAXIED ACROSS THE RWY AND DIVERGED FROM THEIR RTE TO THEIR PARKING SPOTS, A LUXURY NOT ENJOYED BY THE AIRPLANES WAITING. LATER, ANOTHER FLT OF 4 COBRA HELIS ARRIVED AND DID THE SAME APCH TO THE N END OF THE RWY WITH A SLOW AIR TAXI DOWN THE RWY TO THE S PARKING AREA WHILE AIRPLANE TFC WAITED TO BACK-TAXI. IT APPEARED THESE MIL PLTS WERE TAKING ADVANTAGE OF THE OPPORTUNITY TO DISPLAY THEIR ACFT FOR SPECTATORS AT RWY CTR, RATHER THAN EXPEDITIOUSLY CLRING THE FIXED-WING PATTERN AND LNDG. APPARENTLY FAR 91.126(A)(2) REQUIRING HELIS TO AVOID THE FLOW OF THE FIXED-WING ACFT IS UNFAMILIAR TO THEM. I AM ALSO SUBMITTING A PROPOSED CHANGE TO THE AIM, SECTION 4-3-17 TO: 1) AMEND THE TITLE OF THE SECTION TO READ, 'VFR HELI OPS AT ARPTS.' 2) ADD A NEW PARAGRAPH 4-3-17C5 TO READ, 'AT ARPTS WITHOUT CTL TWRS, HELIS SHOULD ANNOUNCE THEIR INTENTIONS ON CTAF. THEY NORMALLY EXIT THE ARPT AREA FROM THEIR TKOF LOCATION EXPEDITIOUSLY, AND WHEN LNDG NORMALLY PROCEED DIRECTLY TO THEIR DEST ON THE ARPT. HELIS AVOID THE FLOW OF FIXED-WING ACFT, AND ARE NOT EXPECTED TO USE THE FIXED-WING ACFT PATTERN UNLESS NOISE ABATEMENT PROCS RECOMMEND DOING SO.'

Synopsis :

PLT OF AN AIR TAXI TOUR HELI RPTS A FORMATION OF MIL HELIS APCHED THE UNCTLED ARPT AT WHICH HE WAS WAITING ON THE HELIPAD FOR TKOF AND AIR TAXIED THE FULL LENGTH OF THE RWY TO PARKING.

Time

Date : 199906

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : IN

Altitude.AGL.Bound Lower : 500

Altitude.AGL.Bound Upper : 600

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 1154

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 480

ASRS Report : 439433

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

ON JUN/XA/99, MY STUDENT AND I, FLYING A C172M, WERE INVOLVED IN AN NMAC WHILE PRACTICING TKOF AND LNDG PROCS AT THE GRIFFITH-MERRILLVILLE ARPT. THE OTHER ACFT INVOLVED WAS A C172RG. AT XA15 LCL TIME, MY STUDENT AND I DEPARTED ON OUR FIRST TKOF AND LNDG PROC OF THE DAY IN A L-HAND PATTERN FOR RWY 26. THE WINDS WERE LIGHT AND VARIABLE AND CEILING AND VISIBILITY WERE UNRESTR. AT APPROX THE SAME TIME, A HELI ENTERED THE PATTERN AND BEGAN USING R-HAND TFC FOR RWY 26. THE HELI AND I PROCEEDED TO MAKE TKOF AND LNDGS FOR THE NEXT 45 MINS. AT APPROX XC00 LCL TIME, A THIRD ACFT CALLED IN AND RPTED HE WAS 4 MI OUT AND GOING TO ENTER R-HAND TFC FOR THE ARPT, NOT GIVING A RWY NUMBER, OR CALLING THE UNICOM FOR AN ARPT ADVISORY TO DETERMINE TFC OR RWY IN USE. AT THIS POINT MY STUDENT AND I DECIDED HE WOULD ENTER R-HAND TFC LIKE THE HELI AND WE WOULD JUST WATCH FOR HIM. AS WE DEPARTED RWY 26, LIKE WE HAD BEEN DOING FOR THE LAST 45 MINS, WE CLBED TO 500 FT AGL AND BEGAN OUR L TURN TO XWIND. AS WE CONTINUED TO CLB OUT AND TURNED XWIND, THE CESSNA CUTLASS 172RG PASSED OVER THE TOP OF US IN A DSCNT APPROX 100 FT ABOVE IN THE OPPOSITE DIRECTION ON A R BASE FOR RWY 8 AND THEN CONTINUED TO LAND ON RWY 8. AFTER WE DOVE AWAY TO MISS HIM AND RE-ESTABLISHED OUR PATTERN ON DOWNWIND, I CONTACTED THE PLT ON THE RADIO AND ASKED HIM IF HE WAS AWARE THAT TFC AT GRIFFITH WAS L-HAND, THE RWY IN USE WAS RWY 26 AND THAT HE ALMOST CAUSED A MIDAIR COLLISION. HIS EXACT REPLY WAS, 'YOU NEED TO GROW UP AND WATCH WHERE YOU ARE GOING!' I IMMEDIATELY LANDED OUR AIRPLANE, GOT OUT AND WENT TO THE BUILDING HE WAS IN. WHEN I PROCEEDED TO ASK HIM IF I WAS THE ONE WHO NEEDED TO GROW UP AND WATCH WHERE I WAS GOING WHEN HE WAS THE ONE WHO ALMOST CAUSED 3 PEOPLE TO DIE BECAUSE OF HIS BLATANT DISREGARD FOR PROPER FLT PROCS, THE ARGUMENT BEGAN. HE TOLD ME THEN THAT HE HAD ME IN SIGHT THE WHOLE TIME AND IT WAS NO BIG DEAL. SO NOT ONLY DID HE DISREGARD THE RECOMMENDED ARPT PROCS, BUT HE OPERATED HIS ACFT IN AN UNSAFE MANNER CREATING AN UNDUE HAZARD FOR BOTH ACFT. I FINALLY SAID TO HIM, 'I AM NOT GOING TO ARGUE WITH YOU, IF YOU'RE NOT GOING TO FOLLOW THE RECOMMENDED PROCS GIVEN BY THE FAA AND CONTINUE TO ENDANGER OTHER PLTS' LIVES, I WILL JUST TURN YOU IN TO THE FAA AND LET THEM HANDLE IT!' AT THIS POINT HE BEGAN DENYING ALL THAT HE HAD DONE WRONG AND SAID HE WAS MAKING A STRAIGHT-IN APCH FOR THE RWY AND SINCE HE CALLED 4 MI OUT HE COULD DO WHATEVER HE WANTED AND IT WAS NOT HIS FAULT AND I SHOULD HAVE GOTTEN OUT OF HIS WAY. I THEN SAID IT AGAIN AND WE BOTH WALKED AWAY. I THEN RETURNED TO MY STUDENT AND AIRPLANE AND WE BEGAN OUR TRAINING ONCE AGAIN. AS WE DID, HE FOLLOWED US OUT AND WAS TRYING TO SAY MORE, BUT HE COULD NOT GET HIS RADIO TO WORK, ALL HE WAS SENDING OUT WAS A CARRIER WAVE, NO VOICE. WHEN HE FINALLY GOT IT WORKING AGAIN, HE ASKED THE HELI FOR A RADIO CHK AND THEN SAID THIS, 'HELI AT GRIFFITH WOULD YOU MIND EXPLAINING TO ME WHY YOU CAN MAKE R-HAND TFC ALL DAY LONG AND 'HOT-DOG BOY' OVER HERE IS GIVING ME ALL KINDS OF HELL FOR MAKING R-HAND TFC.' THE HELI REPLIED, 'WELL, HELIS ARE SUPPOSED TO USE OPPOSITE TFC PATTERNS TO AVOID THE FIXED WING TFC.' HE THEN REPLIED, 'OH, OK, I THOUGHT 'HOT-DOG BOY' JUST HAD IT IN FOR ME.' I REALIZE THAT PEOPLE MAKE MISTAKES, I MAKE THEM MYSELF, BUT I ALSO AM NOT TOO BIG TO ADMIT MY ERRORS. NORMALLY I DO NOT MAKE THIS BIG OF A DEAL OUT OF SOMEONE'S ERRORS BUT THIS PERSON HAD NO IDEA OR REMORSE ABOUT THE ACTUAL SEVERITY OF HIS ERROR. AS AN INSTRUCTOR, I AM TRYING TO TEACH MY STUDENTS THE CORRECT RULES AND PROCS TO BE USED AT ALL ARPTS. THIS PLT SHOWED MY STUDENT EXACTLY WHAT NOT TO DO AS FAR AS FLYING TFC PATTERNS, RADIO COM PROCS, PREFLT PLANNING AND DISREGARDING FARS 91.13 AND 91.103. IN MY PROFESSIONAL OPINION, THIS PLT IS A DANGER TO ALL OTHER PLTS WHILE HE IS FLYING WITH THAT TYPE OF ATTITUDE. HIS BLATANT DISREGARD FOR RECOMMENDED PROCS, FARS, AND OVERALL FLT SAFETY DEMONSTRATES THE NEED FOR RE-EVALUATION OF THIS PLT AND HIS CERTIFICATE.

Synopsis :

A DEP C172 TRAINING ACFT ALMOST GETS HIT BY A C172RG LNDG OPPOSITE DIRECTION AT 05C, IN.

ACN: 439691

Time

Date : 199906

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CCB.Airport

State Reference : CA

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 100

ASRS Report : 439691

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Observation : Passenger

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewB : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

CABLE ARPT TFC PATTERN. UNICOM CLOSED. I HAD JUST LEFT THE POC (BRACKETT ARPT) TWR FREQ FOR A XWIND ENTRY TO CCB ARPT RWY 24. I LIKE TO MONITOR CTAF 30 MI OUT, BUT NOT POSSIBLE FROM THIS DIRECTION DUE TO POC TWR. I FLY A 'SHORT PATTERN' WHEN POSSIBLE (TFC PERMITTING) IN ORDER TO STAY WITHIN GLIDING DISTANCE OF THE LNDG RWY. (THAT IS ONE REASON FOR A PATTERN IN THE FIRST PLACE IS IT NOT?) I CALLED XWIND AND DOWNWIND AND FINAL APCH ON MY RADIO. I DID NOT HEAR ANY XMISSIONS FROM ANY OTHER ACFT AND DID NOT SEE THE C172RG UNTIL IT WAS DIRECTLY BELOW ME ON SHORT FINAL. I WENT AROUND MISSING THE C172RG BY A SMALL MARGIN. (I FLY FORMATION ON A REGULAR BASIS AND WE WERE VERY CLOSE.) I SPOKE WITH THE PLTS. BOTH CLAIMED TO BE THE PIC AND BOTH WERE FLT INSTRUCTORS (CFI'S). BOTH HEARD MY XWIND RADIO CALL AND THEN WONDERED WHERE I WAS. ONE SAID 'WE DID FLY A LARGE PATTERN.' BOTH HEARD ME GO AROUND AND THEN ASK THEM FOR A RADIO CHK SO MY RADIO AND THEIRS WERE WORKING. ONLY BETTER SEE AND AVOID EYES COULD HAVE PREVENTED THIS NEAR MISS. ALSO CLASSIC HIGH/LOW WING IN A CTAF TFC PATTERN. I JUST GOT THE BOOK 'AUDITING MIDAIR COLLISIONS.'

Synopsis :

AN SMA ATP PLT HAS AN NMAC WITH A C172RG WITH 2 CFI'S ON BOARD AT CCB, CA.

Time

Date : 199906

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : WI05.Airport

State Reference : WI

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Make Model : Texan T6 Harvard

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 441060

Person / 2

Function.Observation : Passenger

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Intended Course

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE FLYING, I BECAME DISTR WHEN MY PAX IN R SEAT ASKED ME A QUESTION ABOUT MY GPS. I FLEW INTO THE BIG FOOT PATTERN AND IMMEDIATELY DID A 180 DEG TURN OUT OF PATTERN, BUT WE WERE 300 FT HORIZLY AWAY FROM AN AT6 IN DOWNWIND LEG. LEFT THE AREA AND THEN WENT BACK IN A DOWNWIND FROM A 45 DEG, AND LANDED AT WI05. ALTHOUGH THERE WAS NO COMMENT OR COMPLAINT, THIS NEAR MISS HAS GIVEN ME CONCERN. I WILL BE SPENDING TIME WITH A CFI REVIEWING MY APCH PROCS. NO ACCIDENT OCCURRED, BUT I HAVE ALWAYS THOUGHT OF MYSELF AS A SAFE AND CONCERNED PLT.

Synopsis :

A C172 PVT PLT HAS AN NMAC WITH AN AT6 IN THE TFC PATTERN AT WI05, WI.

Time

Date : 199905
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PSF.Airport
State Reference : MA
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 441090

Person / 2

Function.Observation : Observer
Experience.Flight Time.Total : 200
Experience.Flight Time.Last 90 Days : 7
Experience.Flight Time.Type : 5
ASRS Report : 439175

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation
Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE PERFORMING A GRID SEARCH MISSION IN THE VICINITY OF THE PITTSFIELD ARPT, WE ENCOUNTERED ANOTHER ACFT ENTERING THE TFC PATTERN. THIS ACFT WAS UNDETECTED AND WAS NOT HEARD CALLING POS OR INTENTIONS ON CTAF. I TURNED TO THE L TO AVOID ACFT. A L TURN WAS MADE BECAUSE OTHER ACFT WAS OFF TO MY R. OTHER ACFT TURNED TO HIS L AFTER I TURNED. (LNDG LIGHT ON, STROBES ON, BEACON ON.) TO PREVENT OTHER SUCH OCCURRENCES, I THINK THE GA COMMUNITY SHOULD BE MADE AWARE OF SUCH MISSIONS. DURING OUR FLT WE MADE FREQUENT (3 XMISSIONS PER TRACK) TO ANNOUNCE OUR POS AND ALT CALLS ON CTAF. SOME PLTS ACKNOWLEDGED OUR ACFT, WHILE MOST ELECTED NOT TO. SUPPLEMENTAL INFO FROM ACN 439175: WE KNEW GOING INTO THIS MISSION THAT WE WOULD BE IN THE VICINITY OF AN UNCTLED ARPT. WE ALSO KNEW THE ALT WE NEEDED TO FLY AT TO PERFORM OUR MISSION WAS NEAR THE TPA OF THE ARPT. WE SET UP A PLAN TO MAKE POS CALLS PERIODICALLY WHEN WE WERE OPERATING IN THE VICINITY OF THE ARPT.

Synopsis :

CAP C182 ON SEARCH MISSION HAS NEAR MISS WITH C172 IN THE TFC PATTERN OF UNCTLED ARPT.

Time

Date : 199906

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SPA.Airport

State Reference : SC

Altitude.AGL.Single Value : 400

Environment

Flight Conditions : Marginal

Aircraft / 1

Make Model : King Air C90 E90

Aircraft / 2

Make Model : Bonanza 35

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 700

ASRS Report : 441552

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Other Personnel : Unicom Operator

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

APCH ON ILS RWY 5 TO UNCTLED FIELD (SPA). ON SHORT FINAL, HAD TO INITIATE A GAR BECAUSE OF TFC LNDG ON RWY 23. AS PIC, I DID NOT PROPERLY MONITOR THE UNICOM FREQ TO LEARN ABOUT TFC USING RWY 23. THE PIC WAS DISTR BY WX INSIDE THE FAF, WHICH WAS NO EXCUSE. SHOULD MONITOR UNICOM BEGINNING 50 MI OUT AND DON'T BE DISTR BECAUSE OF WX OR ANYTHING ELSE. GET TA AS FAR OUT AS POSSIBLE, AND THEN AGAIN WITHIN 10 MI OF ARPT. ANNOUNCE YOU'RE ON POS WHEN APCHING AN UNCTLED FIELD. P.S. PIC MISREAD APCH PLATE AND THOUGHT SPA HAD A CTL TWR. THEY DO NOT.

Synopsis :

A KING AIR BE90 PLT PERFORMS A GAR FROM ILS RWY 5 AT SPA WHEN HE REALIZES A BONANZA IS ON APCH TO RWY 23.

Time

Date : 199907

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : AK

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 152

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 850

ASRS Report : 442200

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

I ENTERED R TFC AT BIRCHWOOD ARPT. I WAS APCHING THE ARPT FROM THE S AND MADE AN ANGLED STRAIGHT-IN APCH. DURING THE APCH I CALLED OUT A R BASE. BIRCHWOOD ARPT IS A PUBLISHED L-HAND TFC FOR RWY 1 WHICH WAS IN USE. NO TFC CONFLICTS AROSE. ON SHORT FINAL, I EXECUTED A GAR FOR TFC EXITING THE RWY. AFTER THAT GAR, I RETURNED BACK TO MY HOME ARPT IN ANCHORAGE.

Synopsis :

A C152 CFI ENTERS THE TFC PATTERN AT BCV, AK, FROM THE WRONG SIDE AND FAILS TO PROVIDE PROPER SPACING FOR A LNDG BEHIND ANOTHER ACFT.

ACN: 443440

Time

Date : 199907

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : F69.Airport

State Reference : TX

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1300

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 1000

ASRS Report : 443440

Person / 2

Function.Observation : Observer

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I DEPARTED MY HOME FIELD (F69) TO FUEL THE ACFT. UPON RETURN, I DID A LOW PASS AT +/-100 FT IN OPPOSITE DIRECTION OF ACTIVE RWY TO CHK FIELD CONDITIONS. BEFORE APCHING F69, I GOT A TRANSITION CLRNC FROM ADDISON TWR. WHEN I HAD THE FIELD IN SIGHT, I NOTIFIED TWR AND I WAS ADVISED NO KNOWN OR OBSERVED TFC AT AIR PARK (F69). I SWITCHED TO UNICOM AND CALLED A LOW PASS ON RWY 34 TO CHK CONDITIONS. AFTER FLY-BY I CALLED A 360 DEG COURSE REVERSAL AND ADVISED TFC I WAS ON A 2 MI FINAL. NO TFC IN PATTERN. UPON LNDG, 2 PEOPLE APPEARED AT MY HANGAR AND OBJECTED TO MY LOW PASS. I EXPLAINED IT WAS NOT A VIOLATION AND ACTUALLY PRUDENT TO CHK THIS UNCTLED ARPT. THEY SAID THEY WERE GOING TO CALL THE FAA.

Synopsis :

A COMMERCIAL RATED PLT FLYING A LIGHT SINGLE ENG ACFT RECEIVES COMPLAINTS FROM THOSE ON THE GND OF HIS LOW PASS AT F69.

Time

Date : 199907

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAF.Airport

State Reference : IN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 700

ASRS Report : 443959

Person / 2

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Ground Encounters.Other : end of runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Loss Of Aircraft Control

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I AM CAPT ON A DC8. WE LEFT FLL, FLEW TO TOL WITH A STOP IN BNA. WE ARRIVED IN TOL. I CHKED WX AND FILED A FLT PLAN TO MCY. FLT TIME WAS 1 HR 10 MINS. UPON ARRIVING AT MCY, GND FOG WAS PRESENT. I FLEW 3 NDB APCHS, THEN ASKED CHICAGO FOR VECTORS TO LAF. AS I FLEW S, THE WX WAS CLR AND I HAD AN ARPT IN SIGHT, SO I CANCELED IFR. I ENTERED A DOWNWIND FOR RWY 36 AND FLEW A NORMAL TFC PATTERN. ON SHORT FINAL, I FLEW INTO SOME LIGHT GND FOG, CAUSING ME TO OVERSHOOT THE LNDG AND TO TOUCH DOWN LONG. WITH NO ROOM TO GO AROUND, I TRIED TO STOP, BUT RAN OFF THE END. THIS CAUSED DAMAGE TO BOTH PROPS, ENGS, NOSE AND ALL LNDG GEAR. THE CAUSE OF THE ACCIDENT WAS TRYING TO MAKE A LNDG WHEN I SHOULD HAVE MADE A GAR!

Synopsis :

A HIGHLY EXPERIENCED DC8 CAPT LANDED HIS PVT PA23-180 LONG AT LAF AND RAN OFF THE END OF THE RWY.

Time

Date : 199908

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 0E0.Airport

State Reference : NM

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1300

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1400

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 55

ASRS Report : 444665

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Ground Encounters.Other : Aircraft

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Aircraft Damaged

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER A LCL FLT OF APPROX 15 MINS, I RETURNED TO LAND AT MY HOME FIELD. APCHING FROM THE N, I SAW THE GLIDER (ACFT #2) ON WHAT APPEARED TO BE A HIGH (ESTIMATED 1300 FT AGL) L DOWNWIND FOR RWY 26. AS I CROSSED RWY 8/26, THE GLIDER BEGAN TO TURN. I ASSUMED IT WAS GOING TO MAKE A 360 DEG TURN TO LOSE ALT AND CONTINUE A L DOWNWIND FOR RWY 26. SINCE MY ACFT IS CONSIDERABLY FASTER THAN THE GLIDER AND I TEND TO MAKE CLOSE, SHORT PATTERNS, I TURNED L DOWNWIND AND CALLED L DOWNWIND FOR RWY 26 ON CTAF. IN ACTUALITY, THE GLIDER, NOW OUT OF SIGHT BEHIND ME, MADE A 180 DEG TURN AND INITIATED A R DOWNWIND FOR RWY 8. I PERFORMED AN EXPEDITED PATTERN ASSUMING THE GLIDER WAS WELL ABOVE AND BEHIND ME. I CALLED BASE TO FINAL FOR RWY 26 ON CTAF. ON SHORT FINAL, I CHKED THAT THE RWY WAS CLR, AGAIN ASSUMING THE GLIDER WAS ABOVE AND BEHIND. AS I TOUCHED DOWN ON RWY 26, THE GLIDER WAS TOUCHING DOWN ALMOST SIMULTANEOUSLY ON RWY 8. AS I APCHED MID FIELD ON MY ROLLOUT, I SAW THE GLIDER STOPPED ON THE S EDGE OF THE RWY, L WING DOWN, APPROX 50 FT IN FRONT OF ME. (NOTE: THE ACFT IS A TAILWHEEL BIPLANE FLOWN FROM THE REAR COCKPIT. AFTER TOUCHDOWN, FORWARD VISIBILITY IS SEVERELY LIMITED.) I ATTEMPTED TO TURN R, BUT STRUCK THE GLIDER'S L WING WITH MY L MAIN WHEEL AND TAILWHEEL. AT THIS POINT I ESTIMATE I WAS TRAVELING APPROX 10-15 KTS. I CONTINUED TURNING R AND STOPPED APPROX 50 FT FROM THE GLIDER. NO ONE WAS HURT AND MY ACFT SUFFERED ONLY MINOR COSMETIC DAMAGE TO THE L WHEEL FAIRING. THE GLIDER SUFFERED DAMAGE TO THE OUTBOARD 36 INCHES OF ITS L WINGTIP. THE GLIDER PLT STATED THAT THEY HAD BEEN STOPPED FOR ONLY 5-10 SECONDS. I BELIEVE THE FOLLOWING WERE CONTRIBUTING FACTORS: 1) THE WIND WAS SWITCHING FROM SE TO SW. BOTH RWY 26 (OUR NORMAL RWY) AND RWY 8 HAD BEEN USED DURING THE PRECEDING FEW HRS. 2) MY ASSUMPTION THAT THE GLIDER WAS MAKING L TFC FOR RWY 26. 3) MY ASSUMPTION THAT I WOULD MAKE A QUICKER PATTERN THAN THE GLIDER. 4) LOW OVCST REDUCED CONTRACT, MAKING THE WHITE GLIDER HARDER TO SEE. 5) NO RADIO CALLS FROM THE GLIDER. (GLIDER PLT RPTED AFTERWARD THAT THEY HAD CALLED, BUT THE RADIO MASTER SWITCH HAD BEEN TURNED OFF.) 6) POOR FORWARD VISIBILITY OF THE BIPLANE.

Synopsis :

PWRED ACFT AND GLIDER MEET ON SAME RWY AFTER LNDG ON OPPOSITE ENDS. DAMAGE RESULTED TO BOTH ACFT.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HXD.Airport

State Reference : SC

Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-23-250 Aztec

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6300

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 20

ASRS Report : 444702

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WAS ON AN IFR CLRNC FROM HXD TO GAI, TO RETURN A PIPER PA23 TO MY EMPLOYER AT GAI. (PA23 HAD BEEN LEFT AT HXD BY A RENTER FOR A MECHANICAL PROB.) IT HAD BEEN A LONG DAY ALREADY AND I WAS IN A HURRY TO GET GOING BACK TO GAI. AFTER OBTAINING IFR CLRNC THROUGH CLRNC DELIVERY, AND MY RELEASE, I TOOK OFF WITHOUT USING CTAF AND DID NOT NOTICE ANOTHER ACFT ON FINAL APCH IN OPPOSITE DIRECTION. WHEN I DID NOTICE IT AFTER LIFTOFF, WE BOTH VEERED R TO AVOID A COLLISION.

Synopsis :

PA23 PLT TOOK OFF AGAINST TFC AT AN UNCTLED ARPT.

Time

Date : 199907

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : Z41.Airport

State Reference : AK

Altitude.MSL.Bound Lower : 1000

Altitude.MSL.Bound Upper : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : A11.TRACON

Controlling Facilities.Tower : LHD.Tower

Make Model : M-7

Aircraft / 2

Controlling Facilities.Tower : LHD.Tower

Make Model : J3 Cub

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3200

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 350

ASRS Report : 444911

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD BEEN IN CONTACT WITH ANC APCH, ENRTE TO LAKE HOOD STRIP. I ASKED FOR A DEV FROM FAR PART 93, THE SPECIAL AIR REG FOR THE ANCHORAGE, AL, AREA. APCH TOLD ME THAT I HAD SEVERAL ACFT IN THE AREA TO LOOK FOR, ONE L AND 2 TO THE R. THE CTLR GAVE DIRECTIONS AND DISTANCES, BUT AFTER HEARING THE FIRST 2 RAPID RPTS, I ONLY CAUGHT THE DIRECTION OF THE THIRD ACFT. I MISSED THE DISTANCE. I DID NOT ASK FOR CLARIFICATION, AS BOTH THE CTLR AND I WERE BUSY. I KNOW I WAS. ONE OF THE ACFT TO MY R, A CESSNA ON APCH TO ELMENDORF AFB, NEEDED TO BE IN SIGHT IN ORDER FOR ME TO RECEIVE THE REQUESTED DEV. I ONLY HAD THE ACFT TO MY L IN SIGHT, COULD NOT LOCATE EITHER ACFT TO THE R. I DSNDED ABOUT 300 FT TO COMPLY WITH PART 93. I RPTED THAT I ONLY HAD THE ONE TO THE L IN SIGHT AND WAS LOOKING FOR THE 2 ACFT TO THE R. I DID NOT RPT THAT I WAS DSNDDING, OR THAT I INTENDED TO COMPLY WITH PART 93. JUST AS I TURNED FURTHER TO THE R, AND DSNDED, I SAW AN ACFT OUT THE R SIDE DOOR'S LOWER WINDOW. THIS ACFT (A PIPER CUB SERIES, OR PERHAPS A HUSKY) WAS 30-40 FT LOWER, AND 20-30 FT BEHIND AND TO MY R. I PASSED IN FRONT OF THE AIRPLANE AS I MADE THE TURN, FLYING DIAGONALLY ACROSS ITS FLT PATH. BEFORE I TURNED, I THINK THIS ACFT WOULD HAVE BEEN SLIGHTLY R, BEHIND AND BELOW ME, VISIBLE TO ME OUT THE R SIDE ONLY BY DIPPING THE WING. WE DID NOT COLLIDE, AND I KEPT THE 2 ACFT INSIGHT, RPTING MY POS AND INTENTIONS TO TWR. THE CTLR TOLD ME ABOUT THE PIPER TFC, AND I REPLIED THAT I HAD IT IN SIGHT, AND THAT I HAD COME PRETTY CLOSE TO THAT ACFT. I DID NOT SEE THAT ACFT TAKE ANY EVASIVE ACTION AT ANY TIME, SO I DO NOT KNOW IF THAT PLT SAW ME. I TOOK NO EVASIVE ACTION, AS THE NMAC WAS OVER, JUST AS I REALIZED WHAT HAD HAPPENED. THERE WAS NO NEED FOR FURTHER EVASIVE ACTION. LAKE HOOD TWR WAS UNABLE TO ESTABLISH RADIO COMS WITH THIS ACFT. IT WAS CLRED TO LAND, IN THE BLIND, AFTER I WAS CLRED TO LAND. I WATCHED THE PIPER CLR THE AIRSTRIP AS I TAXIED TO PARKING. AS I WAS STOPPED TO MAKE SURE A TRUCK YIELDED TO ME AT A STOP SIGN, I HEARD A VERY WEAK SCRATCHY XMISSION, POSSIBLY SAYING 'DOWN AND CLR,' AS THE PIPER CLRED THE RWY. MY ENG WAS AT IDLE, WHICH HELPED ME HEAR MUCH MORE, AND I WAS WEARING A BOSE HEADSET. THE PRIMARY PROB WAS THE PLT'S FAILURE TO SEE AND AVOID -- BOTH PLTS. A CONTRIBUTING FACTOR IS THE FUNNELING OF ACFT TO ONE AREA FOR THE APCH TO LAKE HOOD. THIS IS DANGEROUS, AND I AM AWARE OF THE PROB, BUT I OBVIOUSLY WAS NOT LOOKING ENOUGH. ALSO, THROUGH PART 93, ARRIVING AND DEPARTING ACFT OVER KNIK ARM MUST ALL FLY BTWN 600-1200 FT, OR ABOVE 2000 FT. THIS FURTHER SERVES AS A FUNNEL. IF THE DEPARTING CESSNA ACFT AT MY ALT HAD BEEN LOWER, I WOULD NOT HAVE DECIDED TO DEVIATE OR DSNDD. STILL, I DID NOT SEE THE PIPER. PERHAPS IT DID NOT SEE ME. IT REMAINS A SEE AND AVOID PROB. MY HEAD WAS SWIVELING THE WHOLE TIME I WAS INBOUND, AND I WAS LOOKING FOR TFC. IF THE PIPER HAD BEEN IN RADIO CONTACT, PERHAPS THE PROB COULD HAVE BEEN MORE EASILY AVOIDED. FACTORS: THE AIRSPACE WAS CROWDED AND THE CTLR WAS BUSY. I CHOSE NOT TO TALK ON THE RADIO WHEN I SHOULD HAVE ASKED FOR MORE INFO ABOUT THE UNSEEN ACFT. I COULD ALSO HAVE ASKED AGAIN FOR THE DEV TO PART 93, OR ASKED FOR CLARIFICATION THAT I COULD DEVIATE ONCE I FOUND IT, WITHOUT ASKING AGAIN FOR CLRN. I PREFER TO FLY HIGHER, USUALLY ASKING FOR A DEV. I COULD HAVE ALSO CLBED TO ABOVE 2000 FT, WHICH WOULD NOT HAVE REQUIRED A DEV. I TOOK ACTION TO AVOID A POTENTIAL COLLISION WITH THE KNOWN ACFT (THE ONCOMING CESSNA) WITHOUT FINDING THE UNKNOWN ACFT I HAD BEEN TOLD ABOUT. BUT, I HAD TO MOVE SOMEWHERE. I LOOKED, BUT DID NOT SEE THE TFC. IN MY MIND, I DID NOT LOOK HARD ENOUGH, AS THE ACFT WAS THERE AND I DID NOT SEE IT. I AM HAPPY TO BE HERE TO RPT THIS.

Synopsis :

A COMMERCIAL INST RATED PLT FLYING A MAULE 7 NEAR ANC FAILED TO COMPLY WITH PUBLISHED PROCS RESULTING IN AN NMAC.

ACN: 445050

Time

Date : 199908

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DED.Airport

State Reference : FL

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 225

ASRS Report : 445050

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

VFR FLT ANNOUNCED R BASE FOR RWY 23. APPARENTLY, ASPHALT STOPWAY CONFUSED ME AND I TURNED ONTO FINAL FOR RWY 30. MADE A TRANSITION TO RWY 23 AT 400 FT MSL AND LANDED WITHOUT INCIDENT. SHOULD HAVE EXECUTED GAR. 1 ACFT LANDED 1 MI AHEAD ON RWY 23. NO ACTIVITY ON RWY 30.

Synopsis :

C172 PLT LINES UP FOR WRONG RWY AT UNCTLED ARPT. SEES ERROR AND ADJUSTS PATTERN IN TIME TO LAND ON CORRECT RWY.

Time

Date : 199908

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JWN.Airport

State Reference : TN

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Electrical Distribution

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 700

ASRS Report : 446832

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Other Anomaly : Smoke Or Fire

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

ON APCH TO TUNE ARPT, I LISTENED TO ANOTHER ACFT ANNOUNCE ON UNICOM TKOF FROM RWY 19. APPROX 1 MI FROM THE DEP END OF RWY 19, MY COCKPIT BEGAN TO SMELL OF SMOKE OR BURNING/HOT ELECTRICAL SHORT. SINCE I WAS SO CLOSE TO THE ARPT, I ELECTED TO KEEP ELECTRIC PWR ON LONG ENOUGH TO DROP THE GEAR. AS I WAS LOWERING THE SPD OF THE ACFT TO DROP THE GEAR, I NOTICED THE ACFT WHICH HAD TAKEN OFF OF RWY 19, AND I TURNED A FEW DEGS TO ENSURE THE OTHER PLT WAS CLRLY AWARE OF MY INTENTIONS. HE CALLED ON THE RADIO AND COMPLAINED THAT I WAS BELOW THE NORMAL PATTERN ALT. THIS WAS NOT A NEAR MISS, BUT TURNS WERE MADE BY BOTH ACFT TO INCREASE THE DISTANCE AT PASSING. AFTER GETTING GEAR DOWN LIGHTS, I KILLED THE MASTER, AND LANDED AS QUICKLY AS I COULD. MY TURN FROM DOWNWIND TO FINAL WAS SOMEWHAT STEEP AND AGGRESSIVE, USING WING LOADING TO KILL ALT AND AIRSPD, IN ADDITION TO FULL FLAPS AND SLIPPING. THE LNDG OCCURRED WITHOUT INCIDENT. AFTER TAXIING TO THE TIE-DOWN AREA, I TURNED ON THE ELECTRONICS ONE BY ONE, TO ATTEMPT TO ISOLATE THE PROB. THE #2 COM CAME UP, BUT FAILED WITHIN 1 MIN. THE STROBES BREAKER WAS FOUND TO BE 'POPPED.' I CONTACTED AN A&P AND CONFIRMED FLT SAFETY AFTER KILLING PWR TO THE ABOVE COMPONENTS. RETURN TRIP WAS UNEVENTFUL EXCEPT IT WAS DISCOVERED THAT THE ACFT HEATER AND AUTOPLT HAD FAILED ALSO. THE ACFT HAD BEEN FLOWN THROUGH VERY HVY RAIN JUST BEFORE THE ABOVE EVENTS OCCURRED. IT IS SPECULATED THAT WATER INTRUSION CAUSED THE ELECTRICAL PROB. PORTIONS OF THE NOSE BAGGAGE COMPARTMENT WERE FOUND TO BE WET. SOME BAGGAGE WAS WET. THE RADIOS ARE LOCATED IMMEDIATELY BEHIND THE WET AREAS. THE MECHANICAL ISSUES (AND ELECTRICAL) WILL BE CORRECTED BY THE A&P AND RADIO TECHNICIAN. WATER INTRUSION WILL BE ADDRESSED AND CORRECTED AS NEEDED.

Synopsis :

A SMALL TWIN ENG ACFT ON APCH AT 1000 FT HAS AN EMER DUE TO SMOKE IN THE CABIN CAUSED BY AN ELECTRICAL BUS MALFUNCTION. ON EMER LNDG PASSED WITHIN 200 FT VERT AND 1000 FT HORIZ OF DEPARTING ACFT.

Time

Date : 199908

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : WI

Altitude.MSL.Single Value : 1750

Environment

Flight Conditions : VMC

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 1600

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 200

ASRS Report : 446841

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

APCHING SBM (SHEBOYGAN FALLS ARPT) FLT INSTRUCTOR (MYSELF) ANNOUNCED ON CTAF LNDG RWY 21. DURING A PERIOD OF FLT INSTRUCTIONS, ACFT WAS FLOWN DOWNWIND FOR RWY 3. BASE LEG AND FINAL APCH WERE FLOWN FOR RWY 3 WHILE DEPARTING ACFT (THE CITATION) USED RWY 21. BOTH ACFT SAW EACH OTHER AND VEERED R. SUBSEQUENT LNDGS WERE MADE BY THE CESSNA ON RWY 21. REASON FOR CONFLICT: INSTRUCTOR (MYSELF) FAILURE TO REALIZE USE OF WRONG RWY AND POOR FLT SITUATIONAL AWARENESS.

Synopsis :

TRAINEE, WITH INSTRUCTOR IN A C172 WHILE ON FINAL AT AN UNCTLED ARPT, VEERED R TO AVOID A CESSNA CITATION DEPARTING FROM THE OPPOSITE END OF THE RWY. THE CITATION ALSO VEERED R TO AVOID FURTHER CONFLICT WITH THE APCHING C172.

Time

Date : 199908

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MGJ.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 900

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 150

ASRS Report : 447925

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Ground Critical

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I LOOKED OUT DOWN THE RWY (RWY 26) THAT WAS NOT BEING USED AND AS I ANNOUNCED XING IT, A CHEROKEE CAME OVER TOP OF MY NOSE. THE ARPT NEVER MENTIONED A CHANGE OF RWY. RWY 21 HAD BEEN IN USE ALL MORNING.

Synopsis :

GA C208 NMAC AT UNCTLED MFG.

Time

Date : 199908

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MKY.Airport

State Reference : FL

Altitude.MSL.Bound Lower : 6

Altitude.MSL.Bound Upper : 1200

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 1200

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 1190

ASRS Report : 448022

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1042

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 750

ASRS Report : 448024

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolutory Action.None Taken : Anomaly Accepted

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

BOTH ACFT WERE ON IFR FLT PLANS TO MARCO ISLAND (KMKY). FORT MYERS APCH TOLD BONANZA (US) THAT MARCO ISLAND WAS 12 O'CLOCK AND 5 MI. APCH THEN TOLD KING AIR THAT THEY WERE #2 FOR MARCO ISLAND FOLLOWING THE BONANZA. THE BONANZA ANNOUNCED ARPT IN SIGHT AND CANCELED IFR. THE KING AIR THEN CANCELED IFR. BOTH PLTS IN THE BONANZA HEARD THE KING AIR ANNOUNCE 12 MI OUT LNDG MARCO ISLAND. THE PLT NOT FLYING THE BONANZA ANNOUNCED DOWNWIND RWY 35 MARCO ISLAND TO ADVISORY. THE KING AIR ALSO ANNOUNCED DOWNWIND RWY 35 MARCO ISLAND. AT THAT POINT, THE BONANZA WAS 500 FT BELOW AND 1/4 MI CLOSER TO THE FIELD THAN THE KING AIR AND THE KING AIR OVERTOOK THE BONANZA DOWNWIND MIDFIELD (SEE ATTACHED DIAGRAM). BOTH ACFT ANNOUNCED TURNING BASE AT APPROX THE SAME TIME AND THE KING AIR ASKED ACCUSINGLY, 'ARE YOU CUTTING IN FRONT OF ME?' THE PLT NOT FLYING THE BONANZA RESPONDED, 'NO, WE WERE HERE FIRST.' THE PLT NOT FLYING THE BONANZA ANNOUNCED SHORT FINAL RWY 35 MARCO ISLAND AND THE KING AIR RETORTED, 'YOU ARE CUTTING IN FRONT OF ME.' AS THE PLT FLYING THE BONANZA LANDED THE ACFT, THE KING AIR SPUTTERED 'WOMEN DRIVERS' AND THE BONANZA EXITED RWY 35, THE PLT NOT FLYING THE BONANZA ANNOUNCED 'CLR OF RWY 35.' THE KING AIR ANNOUNCED FINAL FOR RWY 35 AND ASKED THAT A FUEL TRUCK BE WAITING AND LANDED. BOTH ACFT MAINTAINED VISUAL SEPARATION THROUGHOUT AND THERE WAS ADEQUATE SPACING FOR BOTH ACFT TO LAND IN SEQUENCE. THE KING AIR PLT CONTINUED HIS ARGUMENT INSIDE THE TERMINAL MAINTAINING THAT HE HAD THE RIGHT-OF-WAY BECAUSE HE WAS A FASTER AIRPLANE, NOTWITHSTANDING THAT HE ADMITTED THAT HE OVERTOOK THE BONANZA. THE ARPT MGR WHO STATED THAT HE WAS A RETIRED AIR TFC CTLR WITNESSED THE ARGUMENT. THE KING AIR PLT STATED THAT RECENTLY HE WAS INVOLVED IN A SIMILAR SIT. BOTH THE PLT FLYING AND THE PLT NOT FLYING THE BONANZA FEEL THAT THE PLT OF THE KING AIR WAS IN A HURRY, GIVEN THAT HE ASKED FOR A FUEL TRUCK BEFORE LNDG, AND HAD AN ATTITUDE PROB.

Synopsis :

A KING AIR PLT ATTEMPTS TO OVERTAKE AND CHANGE THE ARR SEQUENCE WITH A BONANZA AT A LOWER PATTERN ALT AT MKY, FL.

Time

Date : 199909

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : NJ

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : IMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1150

Experience.Flight Time.Last 90 Days : 65

Experience.Flight Time.Type : 500

ASRS Report : 448107

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Navigational Facility

Narrative :

ON SEP/XA/99, I FLEW FROM N62 TO 19N IFR, IN MY BE33. 19N IS MY HOME BASE. IT'S CALLED CAMDEN COUNTY ARPT IN BERLIN, NJ. N62 IS A SMALL FIELD 5 NM N OF PTW. I HAD FLOWN THE RTE MANY TIMES BEFORE. HURRICANE HAD BEEN REDUCED TO A TROPICAL STORM AND WAS AT THE VIRGINIA/NORTH CAROLINA BORDER. THERE WAS A STRONG EASTERLY FLOW OF MOIST AIR. A CONVECTIVE SIGMET WAS IN EFFECT FOR THE RTE OF FLT. RADAR SHOWED CONVECTIVE ACTIVITY 30 NM S OF PHILADELPHIA MOVING N. I FILED AN IFR FLT PLAN WITH A ROUTING PTW V143 ARD RBV DIRECT, BECAUSE I'VE GOTTEN THAT ROUTING IN THE PAST. THE CLRNC WAS PTW ARD GXU DIRECT. I RECEIVED A VOID TIME CLRNC ON THE PHONE FROM PHL APCH AND DEPARTED ON TIME XA50 LCL. NO CONVECTIVE ACTIVITY SHOWED ON MY STORMSCOPE AT ANY TIME DURING THE FLT, ON 100 MI RANGE. MY GND SPD ACROSS PHL AIRSPACE WAS 115 KTS, SO PROGRESS WAS SLOWER THAN USUAL, BUT OTHERWISE UNREMARKABLE. UPON BEING HANDED OFF TO MCGUIRE APCH ON 120.25, MCGUIRE ADVISED ME (AS USUAL) THAT 19N HAD NO WX RPTING. HE GAVE ME THE WX AT MCGUIRE WHICH WAS UNREMARKABLE. THE ONLY PART I COPIED WAS THE WIND DIRECTION OF 100 DEGS. HE ASKED ME WHAT TYPE OF APCH I WOULD LIKE. THE APCHS AVAILABLE AT 19N ARE: VOR B (NO GPS OVERLAY) TO 570 FT AGL, REQUIRES CIRCLING. GPS 5 WITH IAF'S AT VCN (IN ATLANTIC CITY'S AIRSPACE) AND OOD (IN PHILADELPHIA AIRSPACE). FINAL ALT IS 470 FT AGL, STRAIGHT IN. GPS 23 WITH IAF AT COBUS (I THINK PHILADELPHIA AIRSPACE, NOT SURE). FINAL ALT TO 670 FT AGL, STRAIGHT IN, AND CIRCLING IS PERMITTED AT THAT ALT. I LEARNED TO FLY AT 19N AND KNEW WELL THE DIFFICULTIES OF NIGHT CIRCLING APCHS AT THAT ARPT. LLWS IS VERY COMMON, AND THE ARPT IS SURROUNDED BY TREES SO SIGHT OF IT IS EASILY LOST DURING CIRCLING. THE RWY LIGHTS CANNOT BE ACTIVATED UNTIL I AM WITHIN A MI OF THE ARPT. I REQUESTED A FLY OVER AT MVA TO SEE IF A VISUAL WAS POSSIBLE. I THEN ASKED THE CTLR IF HE COULD VECTOR ME FOR THE GPS 5 APCH AND HE SAID NO, WHICH I EXPECTED. I TOLD THE CTLR AT THAT TIME (SHORTLY AFTER INITIAL CONTACT) THAT, IF A VISUAL WAS NOT POSSIBLE, I WOULD BE REQUESTING THE GPS 5 FROM EITHER OOD OR VCN, HIS CHOICE. HE GOT BACK TO ME AND ADVISED ME THAT PHL WOULD NOT COOPERATE BECAUSE THEY WERE UNFAMILIAR WITH THE APCH. I REQUESTED THE GPS 5 FROM VCN. HE APPARENTLY WENT ON THE LANDLINE WHILE I REPROGRAMMED MY GPS. THIS TIME I ACTIVATED IT TO FLY DIRECT VCN, THEN INBOUND ON THE APCH, BUT STAYED ON THE VECTOR HDG. I DID THIS BECAUSE I WAS SURE THE APCH WOULD BE APPROVED. THE CTLR GOT BACK TO ME AND SAID THAT ATLANTIC CITY WOULD NOT AUTHORIZE THAT APCH AND I COULD NOT FLY IT. I ASKED FOR THE INITIALS OF CTLRS IN PHILADELPHIA AND ATLANTIC CITY THAT WERE REFUSING THESE APCHS AND MCGUIRE ADVISED ME THAT THEY COULD NOT GIVE THAT INFO. THEN MCGUIRE ASKED ME MY INTENTIONS. I WAS STRUGGLING WITH UNPROGRAMMING THE GPS APCH, TO GET THE GPS OUT OF APCH MODE. I REQUESTED THE GPS 23 APCH, FIGURING ON A STRAIGHT-IN LNDG WITH SOME TAILWIND COMPONENT. I WAS GIVEN A VECTOR TO THE E TO KEEP ME IN MCGUIRE'S AIRSPACE, AND HE ASKED ME WHERE THE IAF WAS. I UNDERSTOOD AT THIS TIME THAT I COULD EXPECT THE GPS 23. THE TIME NOW WAS XB35 AND I SWITCHED FUEL TANKS. HE MENTIONED HOLEY BY NAME, SO AFTERWARDS I THOUGHT HE MUST HAVE HAD THE APCH CHART. HE TOLD ME TO GO TO HOLEY FOR THE APCH. I REPROGRAMMED THE GPS TO GO TO COBUS. I TOLD HIM I NEEDED TO GO TO COBUS (WHICH IS THE ONLY IAF AUTH FOR THIS APCH). HE TOLD ME PHL WOULD NOT PERMIT THIS APCH. HE SUGGESTED THE VOR APCH OFF OF VCN, ATLANTIC CITY WOULD APPARENTLY AUTH THAT. I DIDN'T WANT TO DO THE CIRCLING, AND OF COURSE VOR APCHS ARE NOT PRECISE UNLESS SOME MEANS OF COBBLING UP A GPS RTE IS USED. FURTHERMORE, BY NOW, I HAD AGAIN PASSED THE ARPT NBOUND AND WOULD HAVE TO PASS IT AGAIN SBOUND TO SHOOT THE VOR APCH. AT THIS POINT I HAD BEEN REFUSED 4 APCHS: GPS 5 VECTORS, GPS 5 OOD IAF, GPS 5 VCN IAF, GPS 23 COBUS IAF. I DECLINED THE VOR APCH AND SAID I WAS GOING TO COBUS FOR THE GPS 23 APCH AND TOLD HIM HE COULD WRITE ME UP IF HE WANTED. 7 MI SHORT OF COBUS I TOLD HIM WHERE COBUS WAS (7 MI ON PRESENT HDG) AND TOLD HIM I WOULD RPT OVER COBUS. I RPTED OVER COBUS, THEN HOLEY. ON SHORT FINAL I REALIZED THE TAILWIND COMPONENT WAS TOO STRONG FOR THE LNDG, SO I CIRCLED TO 5. THE WX WAS RIGHT AT MINIMUMS. I CANCELED IFR WITH MCGUIRE DURING THE CIRCLE. ALL DURING THE TIME I WAS TALKING TO MCGUIRE THE CTLR WAS PROFESSIONAL. LATER IN THE FLT HE BECAME APOLOGETIC. HE OFFERED A PHONE NUMBER FOR PHL APCH SO I COULD SORT IT OUT LATER, BUT I TOLD HIM I ALREADY HAD IT. I TOLD HIM I WOULD CALL THE PROCS SPECIALIST AT PHL. THE CTLR TOLD ME THAT THE PROB WAS THAT THE GPS APCHS WERE NEW. I TOLD HIM THEY WERE IN EFFECT FOR OVER A YR. THE CTLR SAID THAT THE COORD BTWN FAA FACILITIES COULD NOT BE WORKED OUT. I RESPONDED THAT HIS SUPVR SHOULD CREATE A LOA WITH THE OTHER FACILITIES SORTING OUT THESE PROBS. HE OFFERED THE EXCUSE THAT MOST OF THE ARRS THEY HANDLE TO 19N WERE VISUAL APCHS. I HAD NO RESPONSE TO THAT.

Synopsis :

A BE33 PLT MAKES AN ALLEGED UNAUTH IFR GPS APCH INTO HIS HOME FIELD AT CAMDEN CITY ARPT, 19N, NJ.

Time

Date : 199909

Day : Sun

Local Time Of Day : 0601 To 1200

Place

State Reference : IN

Altitude.AGL.Bounds Lower : 0

Altitude.AGL.Bounds Upper : 600

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : VHF

Aircraft Reference : Y

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 166

Experience.Flight Time.Last 90 Days : 16

Experience.Flight Time.Type : 43

ASRS Report : 448108

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD LANDED ON RWY 36 AT DCY, AN UNCTLED ARPT. I HAD MADE APPROPRIATE RADIO CALLS ON THE CTAF (122.8) WHICH WAS, UNFORTUNATELY, VERY, VERY BUSY. (WE HAVE A VERY LARGE NUMBER OF FIELDS IN SOUTHERN INDIANA, SOUTHERN ILLINOIS, AND NORTHWESTERN KENTUCKY, ALL USING 122.8). HOWEVER, I WAS ABLE TO OBTAIN AN ARPT ADVISORY. WINDS WERE LIGHT AND VARIABLE, AND A PREVIOUS ACFT DEPARTED TO THE N, SO I LANDED ON RWY 36. I THEN ADVISED ON CTAF I WAS 'BACK TAXIING RWY 18' AND INTENDED TO DEPART ON RWY 18. I PULLED OFF ON THE RUNUP PAD AND DID MY RUNUP. I THEN ANNOUNCED I WAS INTENDING ON TAKING OFF ON RWY 18. FIRST, HOWEVER, I SPUN THE ACFT IN A CIRCLE TO CHK THE TFC PATTERN. SEEING NO ACFT IN THE PATTERN, I PULLED ONTO RWY 18, ANNOUNCED I WAS TAKING OFF ON RWY 18, AND COMMENCED MY TKOF ROLL. AS I ROTATED, I CAUGHT A FLASH OF LIGHT OFF THE DEP END OF THE RWY. I DIDN'T KNOW WHAT IT WAS AT FIRST, BUT PUT IN 5 DEGS OF BANK, AND STARTED TURNING VERY GENTLY FROM THE RWY. I LOOKED OVER AT THE APCH END OF RWY 36 TO SEE A HIGH WING CESSNA LNDG ON RWY 36. BECAUSE OF HIGH VOLUME OF RADIO TFC, I HAD LISTENED VERY, VERY CAREFULLY TO CTAF. I NEVER HEARD THIS ACFT MAKE ANY RADIO CALLS. ON REFLECTION, HAVING LANDED N, I PROBABLY SHOULD HAVE DEPARTED IN THE SAME DIRECTION, AS THAT SEEMS TO BE THE PREFERRED RWY.

Synopsis :

A C172 PVT PLT EXPERIENCES A CLOSE ENCOUNTER WITH TFC LNDG OPPOSITE DIRECTION TO HIS TKOF AT DCY, IN.

ACN: 448441

Time

Date : 199909

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BLM.Airport

State Reference : NJ

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Person / 1

Function.Instruction : Instructor

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 28000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 300

ASRS Report : 448441

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE DOING TOUCH-AND-GOES AT A NON TWR CTLED ARPT UNDER THE RPTED WX CONDITIONS, WE ENCOUNTERED A NEAR MISS WITH A CPR ACFT. ON THE DOWNWIND LEG AS WE TURNED BASE, WE SPOTTED THE CPR ACFT SHOOTING A STRAIGHT-IN LOC APCH. SINCE THE VISIBILITY WAS ONLY 4 MI AND HAZE IT IS SUSPECTED THAT HE REMAINED WITH APCH CTL AND NEVER MADE ANY ANNOUNCEMENTS ON THE CTAF FREQ UNTIL ON THE GND. WE HAD MADE ALL THE PROPER ANNOUNCEMENTS BUT NEVER HEARD HIM SAY ONE WORD ON THE CTAF UNTIL HE TAXIED TO THE RAMP. ALTHOUGH IT SOUNDS LIKE DEJA VU AGAIN A WORD OF WARNING ALL JET OR HIGH PERFORMANCE OPERATORS, FLYING INTO NON TWR CTLED ARPTS. CLASS E AND CLASS G AIRSPACE DOES NOT REQUIRE EXTRA GOOD VISIBILITY TO FLY IN LEGALLY. BE CAREFUL.

Synopsis :

NMAC BTWN A PIPER PA34 TURNING BASE LEG AND A CPR JET ON STRAIGHT-IN APCH AT AN UNCTLED ARPT. NO EVASIVE ACTION TAKEN.

Time

Date : 199909

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LA34.Airport

State Reference : LA

Altitude.MSL.Bound Lower : 2000

Altitude.MSL.Bound Upper : 2500

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 100

ASRS Report : 448785

Person / 2

Function.Observation : Observer

Function.Other Personnel : Unicom Operator

Person / 3

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

COMMUTER AIRLINE APCHING AEX DAILY CROSS THROUGH THE POLLOCK (LA34) ATC AREA WITHOUT ANNOUNCING THEIR INTENTIONS OF XING THE ATA. APCHING THE POLLOCK ARPT AT 2500 FT AND BEGINNING A TURN AND DSCNT TO PATTERN ALT, A COMMUTER ACFT WAS IDENTED AND OBSERVED XING BELOW AND THROUGH THE AIR TFC OPERATING AREA OF LA34. UPON LNDG, SEVERAL WITNESSES COMMENTED THAT IT WAS AN ONGOING PROB OF LOW FLYING COMMUTERS XING THROUGH AND JUST ABOVE THE ARPT. SEVERAL OF THE PLTS HAVE COMPLAINED TO AIR TFC CTING AGENCIES, BUT NOTHING SEEMS TO ADDRESS THE PROB.

Synopsis :

A CHRISTEN EAGLE II PLT, FLYING IN THE VICINITY OF THE PATTERN AT LA34, RPTED THAT A REGIONAL TURBOPROP CROSSED OVER THE PATTERN WITHOUT ANNOUNCING ITS INTENTIONS.

Time

Date : 199909

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : FL

Altitude.MSL.Single Value : 800

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 505

Experience.Flight Time.Last 90 Days : 105

Experience.Flight Time.Type : 75

ASRS Report : 448811

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

MY AIRPLANE WAS ENTERING A 45 DEG ENTRY TO RWY 6 AT EVB. SMA Y ASKED FOR AN ADVISORY AND I TOLD THEM RWY 6. AS WE ENTERED, I SAW A PLANE ON WHAT APPEARED TO BE A 90 DEG ENTRY TO RWY 6. I MADE SEVERAL RADIO CALLS TO CLARIFY MY POS. THE PLANE (SMA Y) THEN TURNED R DOWNWIND TO RWY 24. I MADE SEVERAL EVASIVE MANEUVERS TO AVOID A COLLISION. AS I STARTED A R TURN, ACFT APPEARED TO START A 180 DEG TURN TO THE R TOWARDS ME. I MADE A STEEP DIVE TO AVOID. WHEN THE PLANE (SMA Y) FINALLY BROKE OFF TO THE R, WE WERE ABLE TO LAND WITH NO FURTHER PROBS. SMA Y FINALLY ENTERED CORRECTLY. THE ACFT APPEARED TO BE BASED AT EVB WHERE THERE IS NO R TFC. SMA Y NEVER MADE A RADIO CALL, EXCEPT TO ANNOUNCE A GAR.

Synopsis :

C152 INSTRUCTOR HAD NMAC WITH A C172 AT AN UNCTLED FIELD.

Time

Date : 199909

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FKL.Airport

State Reference : PA

Altitude.AGL.Bound Upper : 5000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : VHF

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 500

ASRS Report : 449200

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Other Personnel : Unicom Operator

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD JUST PICKED UP A NEWLY PURCHASED CESSNA 182 FOR MY COMPANY. MYSELF AND A CO-WORKER CHKED THE ACFT OVER THOROUGHLY PRIOR TO MY TAXI. DURING TAXI, I MADE ALL THE APPROPRIATE UNCTLED ARPT CALLS. I TAXIED TO RWY 2 AND DID MY RUN-UP. DURING THAT TIME, ONE ACFT ENTERED TFC FOR RWY 20 AND LANDED. ANOTHER ACFT HAD CALLED INBOUND BUT NOT YET ENTERED THE PATTERN. I PULLED OUT ON THE RWY (RWY 2) AND BEGAN MY TKOF ROLL. AGAIN I ANNOUNCED MY TKOF, AROUND ROTATION THE INBOUND CESSNA CALLED ENTRY L DOWNWIND FOR RWY 20. I PROCEEDED TO LIFT OFF AND CLB OUT RWY 2 MAKING A L OUT OF TFC AWAY FROM THE CESSNA. BY THIS TIME THE CESSNA WAS TURNING BASE. THE PLT OF THE CESSNA BEGAN TO SCREAM ABOUT WHAT HE PERCEIVED AS AN UNSAFE SIT, AND WANTED TO KNOW WHY I WASN'T MAKING RADIO CALLS. THE SCREAMING CESSNA PLT WAS VERY UPSET AND EFFECTIVELY BLOCKED THE UNICOM FREQ FOR A MIN OR SO UNTIL UNICOM ASKED IF HE WOULD CEASE AND CONTINUE HIS QUESTIONS AFTER HE HAD LANDED. HE COMPLIED. AFTER A FEW MINS WITH THE CESSNA 182, I DECIDED THE ACFT WAS FUNCTIONING OK, AND WENT TO PICK UP MY IFR CLRNC HOME, ONLY TO FIND THE #2 RADIO WAS NOT XMITTING. SO I GUESS THE SCREAMING CESSNA HAD A POINT, I WAS NOT GETTING OUT OF THE ACFT WITH MY SELECTED RADIO. HOWEVER, I MUST ALSO SAY AT NO TIME WAS I EVEN CLOSE TO THE ARRIVING CESSNA, BUT I DID HAVE A HAND IN UPSETTING THE EXCITABLE PLT TO THE POINT HE EFFECTIVELY SHUT DOWN COMS AT VARANGO/FRANKLIN COUNTY, PA, AND ALL OTHER AIRFIELDS ON THE SAME FREQ.

Synopsis :

A C182 PLT RAISES THE IRE OF AN APCHING CESSNA PLT WHEN HE DEPARTS FKL NON TWR UNICOM ARPT AND THE #2 RADIO DID NOT XMIT HIS SELF ANNOUNCE DEP PROC AT FKL, PA.

ACN: 449394

Time

Date : 199909

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SZP.Airport

State Reference : CA

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : VHF

Aircraft Reference : Y

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3450

Experience.Flight Time.Last 90 Days : 64

Experience.Flight Time.Type : 3000

ASRS Report : 449394

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I MADE AN APCH FROM THE NE TO SANTA PAULA ARPT, MADE THE APPROPRIATE ANNOUNCEMENT AND APCHED ON THE UPWIND LEG AT 2000 FT MSL. THIS UPWIND WAS EXTENDED 1 MI TO THE SW OF THE RWY WHILE I LISTENED TO AN AIRPLANE APCHING ON AN EXTENDED L DOWNWIND FROM THE SW. THE 2 OF US ACKNOWLEDGED ONE ANOTHER WITH ME SAYING THAT I WOULD FOLLOW HIM (AND BOTH OF US ANNOUNCING EVERY POS IN THE PATTERN). I TURNED BASE AS THE OTHER PLANE WAS ALMOST OVER THE NUMBERS AND AS I BANKED FROM BASE TO FINAL, LOOKED TO THE APCH PATH OF RWY 22 ONLY TO SEE A LARGE TWIN FLYING DOWN FINAL 100-150 FT UNDER MY R WING. SUDDENLY HE TURNED L AND STARTED TO CLB AND MY CORRECTIVE ACTION WAS TO CLB AND TURN BACK TO THE R. LATER IT WAS DISCOVERED THAT HE NEVER SAW MY PLANE, BUT REACTED TO THE AIRPLANE ON THE RWY AND INSTEAD OF DOING A GAR STRAIGHT AHEAD HE DID A 180 DEG TURN TO THE L. THERE WERE NEVER ANY ANNOUNCEMENTS FROM THE TURN AIRPLANE. AFTER LNDG AND WATCHING HIM DO YET ANOTHER 180 DEG TURN AND COME ON BACK STRAIGHT IN, I WENT OVER TO SPEAK WITH HIM AND FIND OUT WHAT HE WAS DOING! HE HAD FLOWN THROUGH SPECIAL FLT RULES AREA AND HEARD NOTHING ON HIS RADIOS AND CONTINUED TO MAKE A STRAIGHT-IN TO RWY 22 SANTA PAULA. HE SAID THAT HE HAD NEVER BEEN TO THIS ARPT AND DID NOT KNOW THE PROC. I AM A RADIO TECHNICIAN AND OFFERED TO LOOK AT HIS RADIOS. THERE WAS NOTHING APPARENTLY WRONG WITH THEM. HE PROBABLY WAS NOT VERY FAMILIAR WITH THEIR OP AND THE AUDIO PANEL OP. THE FLT INSTRUCTOR FRIEND WHO WAS RIDING WITH ME TOOK THE OPPORTUNITY TO REMIND HIM OF FAR PART 91.103. ALL AVAILABLE INFO ABOUT A FLT SHOULD BE KNOWN, INCLUDING WHAT KIND OF PATTERN ENTRY IS PREFERRED AT A SPECIFIC ARPT AND WHY!

Synopsis :

PLT HAS NMAC IN UNCTLED ARPT TFC PATTERN.

ACN: 450071

Time

Date : 199909

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : L12.Airport

State Reference : CA

Altitude.MSL.Single Value : 2200

Environment

Flight Conditions : VMC

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 2400

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 400

ASRS Report : 450071

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON TRAINING FLT WITH A FOREIGN STUDENT. WHILE ON THE FIRST DEP FROM RWY 26 JUST PRIOR TO TURNING XWIND, THE SECOND ACFT IN QUESTION CAME INTO VIEW OFF THE R-HAND SIDE OF OUR PLANE GOING THE OPPOSITE DIRECTION. APPARENTLY, WHAT IN MY ESTIMATION WAS A VERY CLOSE, TIGHT DOWNWIND FOR RWY 26. WE HAD TO SNAP L TO LESSEN THE CLOSURE RATE. THE CAUSE, IN MY OPINION, WAS A LACK OF CORRECT RADIO USAGE TOGETHER WITH A NON COMPLIANT TFC PATTERN IN ACCORDANCE WITH THE AIM AND APPLICABLE FARs. AS IT TURNED OUT, THE OTHER ACFT WAS PLTD BY A PIPER CHEROKEE PLT BASED HERE AT REDLANDS.

Synopsis :

A C152 TRAINING FLT HAS AN NMAC WITH A PA28 ARRIVING UNANNOUNCED NEAR THE XWIND LEG AT L12, CA.

ACN: 450266

Time

Date : 199909

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : GA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 600

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2200

Experience.Flight Time.Last 90 Days : 36

Experience.Flight Time.Type : 745

ASRS Report : 450266

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ABOUT XA00 I WAS APCHING THE WASHINGTON-WILKES ARPT FROM THE SW. THE WIND WAS CALM AND THERE WAS NO OTHER TFC RPTED, SO I ELECTED TO LAND ON RWY 13. AS I LINED UP WITH THE RWY AND BEGAN MY PRELNDG CHKLST, I WAS TOTALLY SURPRISED WHEN I MET AN ACFT LEAVING THE ARPT FROM RWY 31. THERE HAD BEEN NO INDICATION OF OTHER TFC IN THE VICINITY. I HAD CALLED IN AND RPTED MY POS AND INTENTION, BUT THE OTHER ACFT WAS EITHER NOT USING A RADIO OR WAS USING THE WRONG FREQ. THE FBO SAID HE WAS UNAWARE OF THE OTHER PLANE'S PRESENCE. THE ENCOUNTER UPSET ME AND DIVERTED MY ATTN. I SIMPLY FAILED TO GET THE LNDG GEAR DOWN. I TOUCHED DOWN SMOOTHLY AND SKIDDED FOR PERHAPS 75 FT WITH NO INJURY TO MYSELF AND SEEMINGLY MINOR DAMAGE TO THE AIRPLANE. NO OTHER PERSON WAS ABOARD.

Synopsis :

PVT PLT OF A LOW WING SEL ACFT BECAME DISTR WHEN LINING UP TO LAND BY ANOTHER ACFT DEPARTING IN THE OPPOSITE DIRECTION AND FORGOT TO EXTEND THE LNDG GEAR.

Time

Date : 199910

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : UBS.Airport

State Reference : MS

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 860

Experience.Flight Time.Last 90 Days : 165

Experience.Flight Time.Type : 165

ASRS Report : 451009

Person / 2

Function.Oversight : PIC

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

SCHEDULED DEST WAS GTR. APCHING IGB VOR, CAPT CALLED FIELD IN SIGHT, AND I INFORMED CTR, WHO CLRED US FOR VISUAL. WE FLEW A NORMAL APCH, ANNOUNCING OUR PRESENCE ON CTAF AND CLICKING UP LIGHTS. LIGHTS CAME UP, VASI APPEARED IN PROPER LOCATION. WE LANDED ON RWY 18, WHICH WAS OUR INTENDED RWY, BUT IT WAS THE WRONG ARPT. WE WERE AT LOWNDES COUNTY. LNDG, ROLLOUT, AND TAXI WERE UNEVENTFUL. THE CAPT INFORMED THE PAX OF OUR MISTAKE, AND CALLED COMPANY WHO ARRANGED TRANSPORTATION. I CANCELED IFR. CONTRIBUTING FACTORS INCLUDE 5 ARPTS WITHIN A 15 MI RADIUS, 3 ARPTS WITH THE SAME CTAF, AND THE COMMON DESIGN OF A SINGLE RWY 18/36.

Synopsis :

ACR LANDS AT WRONG ARPT.

Time

Date : 199910

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : C59.Airport

State Reference : WI

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 743

Experience.Flight Time.Last 90 Days : 16

Experience.Flight Time.Type : 742

ASRS Report : 452670

Person / 2

Function.Oversight : Coordinator

Function.Other Personnel : FSS Specialist

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

THE CHICAGO SECTIONAL LISTS AN INCORRECT CTAF FOR C59. I WAS ON A SUNDAY AFTERNOON PLEASURE FLT, GYY-C59-GYY. THE WX WAS CAVU. BEFORE DEP FROM GYY, I GOT A PHONE BRIEFING FROM KANKAKEE FSS. THE BRIEFER SAID HE HAD NO NOTAMS FOR C59, BUT A 'NOTE IN HIS FILE' SAID THAT THE CTAF FOR C59 WAS 122.9. THE SECTIONAL SAYS 122.7. THE NAV DATABASE IN MY LORAN SAYS 122.9. APCHING C59, I USED 122.9 TO REQUEST 'WINDS AND ACTIVE.' NO RESPONSE. FLEW OVER FIELD AT 1500 FT AGL, SAW NO ACTIVITY, NO INDICATION OF ACTIVE RWY. BASED ON NEARBY SMOKE DRIFT, MY GND SPD AND CRAB ANGLE, I ESTIMATED WINDS OF 300 DEGS AT 5 KTS. THIS WAS CONSISTENT WITH NEARBY ATIS'S AND OTHER ARPTS LNDG ON RWY 36. I FLEW 2 TOUCH-AND-GOES ON RWY 36, USING STANDARD TFC PATTERN, SELF-ANNOUNCING ON 122.9. AS I DEPARTED RWY 36, AFTER MY SECOND TOUCH-AND-GO, A BEECHCRAFT BONANZA WAS APCHING TO LAND IN THE OPPOSITE DIRECTION. WE EACH VEERED TO OUR RESPECTIVE R'S, MISSING BY 100-200 FT. AFTER CLBING AND LEVELING OFF, I SWITCHED TO 122.7 AND (SURE ENOUGH) THE BONANZA WAS SELF-ANNOUNCING ON THAT FREQ. AT MY SUGGESTION, HE SWITCHED TO 122.9. LATER, I HEARD OTHER TFC USING 122.9 FOR CTAF AT C59. ALSO, I SUSPECT THE BONANZA WAS FLYING A STRAIGHT-IN PRACTICE NDB APCH TO RWY 18. HE DID NOT FLY A STANDARD TFC PATTERN. THIS NEAR MISS WAS CAUSED BY: 1) CONFUSION AS TO THE APPROPRIATE CTAF FOR C59. 2) THE BONANZA PLT'S FAILURE TO FLY A STANDARD TFC PATTERN, CONTINUING HIS STRAIGHT-IN APCH INTO THE ATA. RECOMMENDATIONS: 1) MAKE THE EFFECTIVE DATE OF CTAF FREQS COINCIDE WITH THE ISSUANCE OF THE RELATED SECTIONALS. 2) OR, AS A WEAK SUBSTITUTE, ISSUE A NOTAM THAT REMAINS EFFECTIVE UNTIL THE NEXT SECTIONAL IS ISSUED, REFLECTING THE NEW CTAF. 3) CONTINUE EMPHASIZING THE IMPORTANCE OF STANDARD TFC PATTERNS.

Synopsis :

A C172 PLT, USING A JUST-PUBLISHED NEW CTAF FREQ EXPERIENCED AN NMAC AT C59 WITH A BONANZA USING THE OLD FREQ.

Time

Date : 199911

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OXC.Airport

State Reference : CT

Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2000

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 500

ASRS Report : 453920

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Oversight : PIC

Function.Instruction : Instructor

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

TWIN ENG ON RWY 36, SAID WOULD TAKE OFF AND RETURN DOWNWIND TO LAND. XWIND ON RWY 36 AT 7 MPH, CALM WIND RWY IS RWY 36. TWIN TOOK OFF, I FOLLOWED ABOUT 5 MINS LATER, LOOKING AT DOWNWIND LEG FOR TWIN, NOT IN SIGHT. I HAD ABOUT 800 FT AT END OF RWY 36, LOOKED DOWN AND TWIN WAS ON FINAL FOR RWY 18 ABOUT TO TOUCH DOWN. LACK OF CLARIFICATION WHAT DOWNWIND INTENTION OF TWIN PLT, CAUSED A MISUNDERSTANDING OF ACTION. NO TWR AT OXC, SLATED TO GET ONE SOON, THINK IT WILL BE GOOD IDEA AND HELP THE SAFETY PROB. SO FAR WE HAVE BEEN LUCKY.

Synopsis :

A C172 PLT FOLLOWED A DEPARTING TWIN ENG ACFT ON RWY 36 AT OXC. THE TWIN STATED THAT HE WOULD TURN DOWNWIND AND LAND. HOWEVER, HE TURNED DOWNWIND FOR THE RECIPROCAL RWY 18, CAUSING AN AIRBORNE CONFLICT WITH THE RPTR.

ACN: 455360

Time

Date : 199911

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : E14.Airport

State Reference : AZ

Altitude.MSL.Single Value : 2800

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 57

Experience.Flight Time.Last 90 Days : 18

Experience.Flight Time.Type : 57

ASRS Report : 455360

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

THE PROB AROSE WHEN I WAS TURNING DOWNWIND TO BASE FOR RWY 12 AVRA VALLEY. IMMEDIATELY AFTER, ANOTHER PLT CALLED BASE TO FINAL FOR RWY 12 MARANA. NOT TAKING NOTICE SINCE MARANA/PINAL HAS THE SAME RWY NUMBERS AS AVRA VALLEY, I MADE MY TURN TO FINAL AND ANNOUNCED IT. IMMEDIATELY AFTER, I HEARD THE CESSNA CALL A GAR. THAT WAS WHEN I REALIZED I HAD CUT HIM OFF. DEPARTING THE ARPT AN HR LATER, I OVERHEARD 2 PLTS TALKING ON THE RADIO. ONE TOLD THE OTHER THAT AVRA VALLEY WAS NOW BEING CALLED MARANA NORTHWEST REGIONAL, AND MARANA ARPT WAS BEING CALLED PINAL. UPON LOOKING AT MY BRAND NEW SECTIONAL, MARANA HAD BEEN CHANGED TO PINAL, BUT AVRA VALLEY WAS STILL AVRA VALLEY. LOOKING AT MY AFD, AVRA VALLEY WAS STILL AVRA VALLEY.

Synopsis :

A VERY LOW TIME PLT FLYING AT E14 ARPT, FORMERLY KNOWN AS AVRA VALLEY, CUT OFF A C172 WHO HAD RPTED TURNING FINAL FOR MARANA. THE RPTR DID NOT REALIZE THAT THE NAME OF E14 HAD RECENTLY BEEN CHANGED TO MARANA.

Time

Date : 199912

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : AZ

Altitude.MSL.Single Value : 200

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172

Component / 1

Aircraft Component : Air/Ground Communication

Aircraft Reference : Y

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 600

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 180

ASRS Report : 457034

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Oversight : PIC

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

ON THE MORNING OF DEC/FRI/99, AT APPROX XA45 AM MST, A CESSNA 172 WAS INVOLVED IN AN NMAC WITH ANOTHER CESSNA 172 (UNKNOWN ACFT IDENT) DURING A TRAINING FLT AT THE BENSON MUNICIPAL ARPT (E95). DURING AN APCH TO LAND ON RWY 28 (WINDS WERE CALM), I HAD MY STUDENT INITIATE A GAR -- AS PART OF THE SYLLABUS REQUIREMENTS FOR THAT PARTICULAR LESSON. DURING THE UPWIND CLB, MY ATTN WAS INSIDE THE COCKPIT TEACHING MY STUDENT TO PROPERLY EXECUTE THE CLB WHILE 'CLEANING UP' THE ACFT. DURING OUR XWIND TURN, I LOOKED BACK TOWARDS THE RWY ONLY TO SEE A SECOND C172 APCHING TO LAND ON RWY 10. ALTHOUGH NOT 100% CERTAIN, IT IS MY BELIEF THAT THIS SECOND CESSNA ENTERED THE RWY 10 PATTERN STRAIGHT-IN FROM THE W. IT IS MY ESTIMATION THAT THE ACFT PASSED ONLY 50-100 FT BELOW US AT A HORIZ DISTANCE OF APPROX 300-400 FT. IT IS ALSO MY BELIEF THAT HAD WE NOT BEEN PRACTICING GAR PROCS, WE WOULD HAVE COLLIDED WITH THE OTHER ACFT EITHER ON THE RWY, OR DURING OUR UPWIND CLB. I BELIEVE THIS INCIDENT OCCURRED BECAUSE THE BENSON ARPT HAD ONLY RECENTLY OPENED TO THE PUBLIC, AND THE CTAF FREQ WAS, AT THE TIME, UNPUBLISHED. PRIOR TO OUR DEP, I WAS UNABLE TO FIND THE CTAF FREQ IN EITHER THE ARPT FACILITY DIRECTORY OR ON THE PHOENIX SECTIONAL. I THEN CONTACTED THE PRESCOTT FSS AND THEY INFORMED ME THAT THE CTAF FOR BENSON WAS 122.8. WHEN THIS INCIDENT OCCURRED, WE WERE MAKING ALL OF THE APPROPRIATE RADIO CALLS ON THIS FREQ. IT SHOULD BE NOTED THAT ANOTHER ACFT, A MOONEY, WAS ALSO IN THE PATTERN FOR RWY 28, MAKING APPROPRIATE RADIO CALLS ON 122.8. THE UNKNOWN CESSNA, HOWEVER, EITHER MADE NO RADIO CALLS, OR WAS XMITTING ON ANOTHER FREQ. IN EITHER CASE, SUCH A PLT IS A THREAT TO ANY AND ALL OTHER ACFT SHARING THE SAME AIRSPACE. AFTER TOUCHDOWN, THE OTHER CESSNA QUICKLY DEPARTED THE ARPT TO THE NE, AGAIN MAKING NO RADIO CALLS. I BELIEVE THIS PROB CAN BE CORRECTED BY REQUIRING ALL UNCTLED ARPTS, ESPECIALLY NEW ONES, TO PAINT THE ARPT'S NAME, IDENTIFIER, AND FREQ ON THE PARALLEL TXWY WHEN POSSIBLE. THIS WOULD ALLOW PLTS TO QUICKLY IDENT AND VERIFY THIS INFO PRIOR TO ENTERING THE TFC PATTERN. WHEN NO TFC IS PRESENT, OR WHEN WIND/RWY ADVISORIES ARE UNAVAILABLE, I TEACH MY STUDENTS TO CROSS MID-FIELD OF AN UNCTLED ARPT 500-1000 FT ABOVE TFC PATTERN ALT TO VERIFY WIND DIRECTION. THE STUDENT CAN THEN DSND AND ENTER A STANDARD TFC PATTERN AT 45 DEGS TO THE DOWNWIND. WHILE STRAIGHT-IN LNDGS ARE CONVENIENT AND ARE SOMETIMES POSSIBLE WHEN NO OTHER TFC IS PRESENT, THEY ARE DANGEROUS WHEN OTHER ACFT ARE ESTABLISHED IN THE TFC PATTERN. I ALSO BELIEVE THAT AN ARPT SHOULD NOT BE ALLOWED TO OPEN WITHOUT ARPT INFO FIRST APPEARING ON THE APPROPRIATE SECTIONAL AND/OR IN THE APPROPRIATE ARPT FACILITY DIRECTORY. I ALSO BELIEVE THAT LCL POLITICS WERE A FACTOR. I BELIEVE THAT LCL OFFICIALS WERE IN A RUSH TO OPEN THE ARPT TO KEEP PACE WITH THE RECENT OPENING OF NEARBY KARTCHNER CAVERNS.

Synopsis :

A C172 CFI AND STUDENT EXPERIENCE AN NMAC AT THE NEWLY OPENED E95 ARPT.

Time

Date : 199912

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PIR.Airport

State Reference : SD

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 3000

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC

Make Model : Caravan 1 208A

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 6500

ASRS Report : 457530

Person / 2

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS TAXIING OUT FOR DEP AT PIR. I ASKED FOR MY IFR CLRNC FROM CTR AND UNDERSTOOD THAT THE CTLR SAID TO PICK IT UP AIRBORNE. THE FIELD HAD BEEN IFR SO I QUESTIONED DEPARTING, BUT LOOKING AROUND I THOUGHT IT MUST HAVE GONE VFR (GOOD VISIBILITY AND A HIGH LOOKING CEILING). SO I DEPARTED AND CALLED CTR. HE GAVE ME THE CLRNC, BUT BEFORE HANDING ME OFF HE SAID THAT I NEED TO PICK UP MY CLRNC ON THE GND WHEN IT'S IFR. I GUESS I KNEW BETTER LOOKING BACK, BUT ALSO THINK THAT THE CTR CTLRS ARE VERY OVERWORKED AND THINGS GET CONFUSING.

Synopsis :

A C208 ATX PLT PERFORMS AN UNAUTH TKOF AND ENTRY INTO A CLASS D CTL ZONE TO PICK UP HIS IFR CLRNC WHILE ARPT WAS CLASSED AS IFR BY ZMP, MN.

Time

Date : 199912

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SGJ.Airport

State Reference : FL

Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Citation 10

Aircraft / 2

Make Model : Bonanza 33

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 200

ASRS Report : 457614

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Other Personnel : Unicom Operator

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

AS WE APCHED ST AUGUSTINE, WE CALLED UNICOM AND WERE ADVISED THEY WERE USING RWY 13. WE ENTERED AND CALLED L DOWNWIND. A BONANZA CALLED 5 MI N AND WAS ADVISED ALSO THAT THEY WERE USING RWY 13. HE CALLED ENTERING L DOWNWIND FOR RWY 6. WE TOLD HIM WE WERE ON DOWNWIND FOR RWY 13. THEN WE SAW HIM JUST AS TCASII TOLD US TO CLB. HE WAS AT 1400 FT. WE TALKED WITH THE FBO PERSON ON DUTY AND SHE STATED THAT THE 'LOCALS' NEVER PAID ATTN TO THEIR TA'S. USING RWY 6 AND RWY 13 AT THE SAME TIME IS A DANGEROUS PRACTICE. WHEN WE WERE READY FOR TKOF AT RWY 13, WE COULD NOT SEE THE TKOF AREA OF RWY 6. BUILDINGS BLOCK THE VIEW. THIS IS A TRAINING BASE WHICH CREATES A LOT OF TFC. RWY 6 IS TOO SHORT FOR JETS. THERE USED TO BE A CTL TWR THERE AND IT NEEDS TO BE RE-MANNED BEFORE THERE IS A COLLISION. THERE IS SERIOUS DANGER WHEN BOTH RWYS ARE BEING USED AND UNICOM DOES NOT HAVE ANY AUTH, NOR SHOULD IT HAVE.

Synopsis :

A CITATION 750 CAPT RPTED THAT ACFT AT SGJ DO NOT HEED THE INFO GIVEN THEM BY UNICOM. IN THIS CASE, HE WAS ON APCH FOR RWY 13 AND EXPERIENCED AN NMAC WITH AN ACFT PURPOSELY FLYING AN APCH TO RWY 6.

Time

Date : 200001

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HYL.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : SA-227 AC Metro III

Aircraft / 2

Make Model : Mentor (T-34)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5100

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 120

ASRS Report : 459588

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Company Review

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON JAN/XA/00 AT SAN MARCOS, TX, I WAS ENGAGED IN THE FLT TESTING OF A NEW STC FOR THE INSTALLATION OF BRAKES MANUFACTURED BY XYZ ON AN SA-227 WHILE THE ACFT WAS TEMPORARILY IN THE EXPERIMENTAL CATEGORY. TESTING PARAMETERS REQUIRED THAT THE ACFT BE FLOWN ON RWY 12 ILS TO 50 FT ABOVE THE RWY THRESHOLD, LANDED AND STOPPED WITHIN A SPECIFIC DISTANCE. SAN MARCOS IS AN UNCONTROLLED FIELD AND I BROADCASTED ALL ACFT MOVEMENTS BOTH ON THE GND AND IN THE AIR ON THE CTAF FREQ (123.05). PRIOR TO START WE HAD CALCULATED AND CAME TO THE CONCLUSION THAT WE WOULD UTILIZE RWY 26 FOR TKOF. I TAXIED DOWN TO RWY 35 ENROUTE TO RWY 26 AND STATED MY ACTIONS ON CTAF. I STOPPED SHORT OF RWY 26 AND PERFORMED ALL NECESSARY CHECKS. I TAXIED INTO POS AND STATED MY TKOF AND INTENTIONS ON CTAF. A VISUAL CHECK INDICATED A CLR RWY AND I STARTED MY TKOF ROLL. FULL PWR WAS IMMEDIATELY UTILIZED AS TKOF WAS NEAR MGTOW. AT APPROX 100 KTS AND ABOUT 2000 FT INTO MY TKOF ROLL I SAW ANOTHER ACFT ON OPPOSITE END OF THE RWY, RAPIDLY INCREASING IN SIZE. I IMMEDIATELY PULLED THE ENGS INTO FULL REVERSE AND APPLIED MAX BRAKING. I WAS MOVING SLOWLY AND NEARLY AT A FULL STOP WHEN THE OTHER ACFT, A T34, FLEW OVERHEAD AT VERY CLOSE RANGE. I CONTACTED THE T34 AND ASKED HIM WHY HE DID NOT BROADCAST HIS INTENTIONS. HE RESPONDED THAT HE DID AND ASKED ME WHY I HAD NOT BROADCAST MINE, AS HE DID NOT HEAR MY XMISSIONS. I STATED THAT I DID, AND THAT I HAD WITNESSES TO THAT FACT. I WAS PROPERLY SET UP AND BROADCASTING ON FREQ. CONVERSATION WITH ONE OF THE PRINCIPALS AT THE COMPANY INDICATED THAT THEY COULD HEAR THE T34 ON THE END OF RWY 8 (THE PRINCIPAL HAD A HANDHELD RECEIVER). HE STATED THAT MY BROADCASTS BROKE UP AS I APPROACHED RWY 35 DURING TAXI, WHICH AFTER THAT POINT HE COULD NOT HEAR ANY FURTHER XMISSIONS FROM ME. INTERESTINGLY ENOUGH, AFTER TALKING TO TEST PERSONNEL THAT WERE LOCATED NEAR THE MIDPOINT OF THE RWY, THEY STATED THAT THEY COULD ONLY HEAR MY XMISSIONS AND THEY NEVER HEARD ANYTHING FROM THE T34. ONE OTHER CONTRIBUTING FACTOR IS THAT THERE IS SMALL RISE IN THE MIDDLE OF THE ARPT THAT OBSCURES THE VIEW OF THE OPPOSITE END OF THE RWY. THAT IS WHY I WAS NOT ABLE TO SEE THE OTHER ACFT UNTIL I WAS FURTHER DOWN THE RWY. THIS RISE MIGHT ALSO AFFECT THE ABILITY TO XMIT/RECEIVE ON THE CTAF WHILE ON THE GND. THERE SHOULD BE A NOTAM POSTED AT THIS FIELD INDICATING RADIO XMISSIONS/RECEPTION ANOMALIES PRESENT AT THIS ARPT. ACFT MANAGEMENT MIGHT WANT TO CONSIDER THE INSTALLATION OF A LOW WATTAGE RADIO REPEATER AT THE CTR OF THE FIELD TO ALLEVIATE THIS PROB. CALLBACK CONVERSATION WITH THE RPTR REVEALED THE FOLLOWING INFO: RPTR FELT THAT SOMETHING SHOULD BE DONE ABOUT THE SIT BUT HADN'T KNOWN WHERE TO START.

Synopsis :

AN SA227 ABORTS ITS TKOF WHEN A T34 IS NOTED ON TKOF ROLL, OPPOSITE DIRECTION, SAME RWY AT SAN MARCOS, HYI, TX. BOTH ACFT XMITTED TKOF INTENTIONS, NEITHER ONE HEARD THE OTHER.